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SESSIONAL PAPERS.

793

VOLUME 13.

THIRD SESSION OF THE FIFTH PARLIAMENT

OF THE

DOMINION OF CANADA.

SESSION 1885.

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OF THE

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2. Tables of the Trade and Navigation of the Dominion of Canada, for the fiscal year ended 30th June, 1884, compiled from official returns. Presented to the House of Commons, 2nd February, 1885, by Hon. M. Bowell.....*Printed for both Distribution and Sessional Papers.*

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3. Report of the Department of Indian Affairs, for the year ended 31st December, 1884. Presented to the House of Commons, 2nd February, 1885, by Sir John A. Macdonald—
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4. Annual Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1884. Supplement No. 1—Canal Statistics for season of navigation, 1884. Supplement No. 2—Eleventh Report on Inspection of Weights, Measures and Gas, 1884. Supplement No. 3—Report on Adulteration of Food, 1884. Presented to the House of Commons, 2nd February, 1885, by Hon. J. Costigan—
Printed for both Distribution and Sessional Papers.

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5. Annual Report of the Auditor-General on Appropriation Accounts, for the fiscal year ended 30th June, 1884. Presented to the House of Commons, 2nd February, 1885, by Sir Leonard Tilley.....*Printed for both Distribution and Sessional Papers.*

6. Annual Report of the Postmaster-General, for the year ended 30th June, 1884. Presented to the House of Commons, 11th February, 1885, by Hon. J. Carling—
Printed for both Distribution and Sessional Papers.

7. Annual Report of the Department of Militia and Defence of the Dominion of Canada, for the year ended 31st December, 1884. Presented to the House of Commons, 5th February, 1885, by Hon. J. P. R. A. Caron..... *Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 5.

8. Annual Report of the Minister of Agriculture for the Dominion of Canada, for the year ended 31st December, 1884. Report on Historical Archives. Abstracts of the Returns of Mortuary Statistics, for the year 1884. Presented to the House of Commons, 20th March, 1885, by Hon. J. H. Pope..... .....*Printed for both Distribution and Sessional Papers.*

CONTENTS OF VOLUME No. 6.

9. Seventeenth Annual Report of the Department of Marine and Fisheries, being for the fiscal year ended 30th June, 1884. Presented to the House of Commons, 16th February, 1885, by Hon. A. W. McLelan.....*Printed for both Distribution and Sessional Papers.*

9*a*. Preliminary Report on the Fisheries of Canada, for the year 1884. Presented to the House of Commons, 27th February, 1885, by Hon. A. W. McLelan—
Printed for both Distribution and Sessional Papers.

9*b*. First Annual Report of the Department of Fisheries, Dominion of Canada, for the year 1884. Presented to the House of Commons, 28th May, 1885, by Hon. A. W. McLelan—
Printed for both Distribution and Sessional Papers.

9*c*. Report of the Fish-breeding in the Dominion of Canada, for 1884. Presented to the House of Commons, 14th April, 1885, by Hon. A. W. McLelan—
Printed for both Distribution and Sessional Papers.

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10. Annual Report of the Minister of Public Works of Canada, for the fiscal year ended 30th June, 1884, on the works under his control. Presented to the House of Commons, 2nd February, 1885, by Sir Hector Langevin.....*Printed for both Distribution and Sessional Papers.*

11. Annual Report of the Minister of Railways and Canals, for the fiscal year ended 30th June, 1884, on the works under his control. Presented to the House of Commons, 11th February, 1885, by Hon. J. H. Pope.....*Printed for both Distribution and Sessional Papers*

11*a*. Reports of the Railway Statistics of Canada, and capital, traffic and working expenditure of the railways of the Dominion, for the year 1883-84. Presented to the House of Commons, 15th April, 1885, by Hon. J. H. Pope.....*Printed for both Distribution and Sessional Papers.*

12. Annual Report of the Secretary of State of Canada, for the year ended 31st December, 1884. Presented to the House of Commons, 17th February, 1885, by Hon. J. A. Chapleau—
Printed for both Distribution and Sessional Papers.

13. Annual Report of the Department of the Interior, for the year ended 31st December, 1884. Presented to the House of Commons, 30th January, 1885, by Sir John A. Macdonald—
Printed for both Distribution and Sessional Papers.

CONTENTS OF VOLUME No. 8.

14. Report of the Superintendent of Insurance, for the year ended 31st December, 1884—
Printed for both Distribution and Sessional Papers.

14*a*. Abstract of Statements of Fire and Inland Marine Insurance Companies in Canada, for the year ended 31st December, 1884. Presented to the House of Commons, 30th March, 1885, by Sir Leonard Tilley. Report of the Superintendent of Insurance, for the year ended 31st December, 1884 .....*Printed for both Distribution and Sessional Papers.*

14*b*. Return to an Order of the House of Commons, dated 2nd March, 1885, for a statement showing the receipts and expenditure of the liquidators of the Canada Agricultural Insurance Company, from date of appointment up to this day, giving in detail the names of shareholders who have paid instalments, the dates and amounts of payments made, the balances due, the amount now owing by each shareholder, and the amounts for which they were liable when the company was put in liquidation; also a detailed statement of the sums paid by the said liquidators, the names of the persons to whom payments were made, the dates thereof, the object for which such payments were made, and all other information necessary to show precisely the financial condition of the said insolvent company, including a statement of the affairs of the company when it was placed in liquidation. Presented to the House of Commons, 31st March, 1885.—*Mr. Amyot* ..... *Not printed.*

15. Annual Report of the Minister of Justice as to Penitentiaries in Canada, for the year ended 30th June, 1884. Presented to the House of Commons, 2nd February, 1885, by Sir Hector Langevin..... *Printed for both Distribution and Sessional Papers.*

15*a*. Return to an Order of the House of Commons, dated 30th March, 1885, for copies of all correspondence between the Department of Justice and the Inspectors or the Warden of the Penitentiary of British Columbia, in regard to the suspension, in whole or in part, of any of the rules of said institution. Presented to the House of Commons, 20th April, 1885.—*Mr. Shakespeare*..... *Not printed.*

16. Annual Report on the Library of Parliament. Presented to the House of Commons, 29th January, 1885, by Hon. Mr. Speaker..... *Printed for Sessional Papers only.*

CONTENTS OF VOLUME No. 9.

17. Shareholders in the Chartered Banks of the Dominion of Canada, as on the 31st of December, 1884. Presented to the House of Commons, 20th March, 1885, by Sir Leonard Tilley—
Printed for both Distribution and Sessional Papers.

17*a*. Memorandum respecting the estate of the Bank of Upper Canada. Presented to the Senate, 25th February, 1885, by Hon. Sir Alexander Campbell..... *Not printed.*

18. Dominion Police Commissioners' Return to Parliament, 1884, required by 31 Victoria, chapter 73. Presented to the House of Commons, 2nd February, 1885, by Sir Hector Langevin—
Not printed.

19. Return of Governor General's Warrants issued since last Session of Parliament on account of 1883-84 and 1884-85, in accordance with 41 Victoria, chapter 7, section 32, sub-section 2. Presented to the House of Commons, 2nd February, 1885, by Sir Leonard Tilley.
Printed for Distribution only.

20. Statement of payments charged to Unforeseen Expenses, by Orders in Council, from 1st July, 1884, to date, in conformity with Act 47 Victoria, chapter 2, schedule B. Presented to the House of Commons, 2nd February, 1885, by Sir Leonard Tilley..... *Not printed.*

21. Report of the Commissioners appointed to consolidate and revise the Statutes of Canada. Presented to the House of Commons, 3rd February, 1885, by Sir John A. Macdonald.
Printed for Distribution only.

22. Statement of name and rank of each person superannuated or retired, his salary, age, length of service, the allowance granted him on retirement, cause of his superannuation, and whether the vacancy has been subsequently filled, and, if so, whether by promotion or new appointment, and the salary of the new appointee, under 46 Victoria, chapter 8, section 15, from 1st January to 31st December, 1884. Presented to the House of Commons, 3rd February, 1885, by Sir Leonard Tilley..... *Printed for Distribution only.*

22*a*. Return to an Order of the House of Commons, dated 6th February, 1885, for a statement showing for the time elapsed since the period covered by the Order of the House of Commons

of last Session, with reference to the Superannuation Fund: 1. The number of persons on the list for the year as entitled to the benefit of the Act. 2. The number superannuated during the year under the Act. 3. The number retired during the year on a gratuity under the Act. 4. The total amount paid into the fund from the beginning by those who were during the year superannuated or retired on a gratuity; distinguishing between those whose superannuation was caused by the abolition of office, those who were superannuated otherwise, and those who retired on a gratuity. 5. The number of persons on the list for the year who died in the service. 6. The total amount paid into the fund from the beginning by those who during the year died in the service. Presented to the House of Commons, 2nd March, 1885.—*Mr. Blake*—

Printed for Sessional Papers only.

22*b*. Return to an Order of the House of Commons, dated 6th February, 1885, for a Return: 1. Showing the number of persons on the list of Civil Servants on the 1st day of January, in the years 1879-80-81-82-83-84 and '85, separately, contributing to the Superannuation Fund. 2. Showing the number of persons on the list of Civil Servants on the 1st day of January, 1885, entitled to the benefit of the Superannuation Act, by annuity in case of retirement. 3. The total amount paid into the fund from the beginning by each of those superannuated during the year 1884, also the respective amounts paid in by those granted a gratuity during the year 1884. Presented to the House of Commons, 23rd March, 1885.—*Mr. McMullen*.....*Not printed.*

22*c*. Return to an Address of the House of Commons, dated 28th March, 1884, for copies of all Orders in Council, correspondence, complaints, reports or other documents in connection with the supension, superannuation or retirement of W. F. Whitcher from the Public Service. Presented to the House of Commons, 8th June, 1885.—*Mr. Casey*.....*Not printed.*

23. Return (*in part*) to an Order of the House of Commons, dated 14th February, 1884, for return of all sums paid to the *Gazette* Publishing Company of Montreal, and other newspapers, for printing and advertising during the years 1874 and 1883. Presented to the House of Commons, 4th February, 1885.—*Mr. McMullen*.....*Not printed.*

23*a*. Return (*in part*) to an Address of the House of Commons, dated 17th February, 1885, for a Return showing the several sums paid and dates of payment made by the Government between the 1st day of January, 1884, and the 30th day of June, 1884, and between the 1st day of July and the 31st day of December, 1884, to the several printing and publishing companies of the Dominion, or to editors, agents or proprietors of newspapers, or publishers of any kind, for any work done or material furnished. Presented to the House of Commons, 29th May, 1885.—*Mr. McMullen*.....*Not printed.*

24. Official Return of the distribution of the Dominion Statutes of Canada, being 47 Victoria, 2nd Session, 5th Parliament, 1884—Vols. 1 and 2 separately, and 1 and 2 together; English and French versions. Presented to the House of Commons, 6th February, 1885, by Hon. J. A. Chapleau.....*Not printed.*

25. Articles of agreement entered into between Andrew Onderdonk and Her Majesty Queen Victoria, represented by the Minister of Railways and Canals of Canada, to furnish and erect a combined passenger and freight building at each of the following places on the line of the Canadian Pacific Railway in British Columbia, viz.:—Yale, Lytton and Ashcroft. Also between John Philip Bacon and Her Majesty Queen Victoria, &c., to construct nine water tanks on Canadian Pacific Railway in British Columbia, between Emory's Bar and Savona's Ferry. Presented to the House of Commons, 6th February, 1885, by Hon. J. H. Pope—

Not printed.

25*a*. Return (*in part*) under resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the return. 10. Copies of all

Orders in Council and of all correspondence between the Government and the Railway Company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 13th February, 1885, by Hon. J. H. Pope—

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25*b*. Annual Return *in re* the Canadian Pacific Railway, 1884-85, under resolution of the House of Commons, passed on the 20th February, 1882. Presented to the House of Commons, 13th February, 1885, by Sir John A. Macdonald.....*Printed for Sessional Papers only.*

25*c*. Supplementary Return to a Standing Order of the House of Commons, dated 20th February, 1882, for full information on all subjects affecting the Canadian Pacific Railway up to the latest date, and particularly all details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or the reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest date before the presentation of the return. 10. Copies of all Orders in Council and of all correspondence between the Government and the Railway Company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 17th February, 1885, by Hon. J. A. Chapleau.....*Printed for Sessional Papers only.*

25*d*. Return to an Order of the House of Commons, dated 9th February, 1885, for a statement and plan showing the grades and curves on the temporary or permanent line actually constructed by the Canadian Pacific Railway Company, from the foot of the Rocky Mountains as far as the rails are laid; and the proposed grades and curves on the continuation to Kamloops; showing also the proposed grades and curves on the permanent line at a point at which a temporary line of about nine miles has been constructed. Presented to the House of Commons, 5th March, 1885.—*Mr. Blake*.....*Not printed.*

25*e*. Return to an Order of the House of Commons, dated 5th February, 1885, for map or maps showing: 1. The location of the Canadian Pacific Railway, so far as approved of or constructed. 2. Its location, so far as proposed to Government, but not yet approved. 3. The location of any branches constructed or acquired and of any now contemplated by the company, so far as the Government is advised. 4. The lands set apart for the company, but not yet granted. 5. The lands granted. 6. The lands applied for, but not yet set apart. Presented to the House of Commons, 5th March, 1885.—*Mr. Blake*.....*Not printed.*

25*f*. Return to an Address of the House of Commons, dated 5th February, 1885, to His Excellency the Governor General, praying that he will cause to be laid before the House a copy of: 1. Correspondence between the Canadian Pacific Railway Company and the North Shore Railway Company, for the purchase, by the said Canadian Pacific Railway Company, of the said North Shore Railway from St. Martin's Junction to Quebec, or to obtain control of the same, or to make such arrangements as would allow the said Canadian Pacific Railway to extend its railway to Quebec. 2. Of all correspondence between the Government and the Canadian Pacific Railway Company concerning the extension of their railway from St. Martin's Junction to the Harbor of Quebec. 3. Of all correspondence between the Government and any other persons for the purpose of incorporating such persons for the construction of a railway from the terminus of the Canadian Pacific Railway, at St. Martin's Junction, to the Harbor of Quebec. Presented to the House of Commons, 5th March, 1885.—*Mr. Laurier*.....*Not printed.*

25*g*. Return to an Order of the House of Commons, dated 17th February, 1885, for a copy of separate report or finding of Judge Clarke, one of the arbitrators on the claims for damages of contractors for Section B, Canadian Pacific Railway, in regard to such claims or to the award in reference thereto, signed by Messrs. Brydges and Light, the other arbitrators. Presented to the House of Commons, 5th March, 1885.—*Mr. Casey*.....*Not printed.*

25*h*. Return to an Order of the House of Commons, dated 17th February, 1885, for a copy of the case submitted by the Government to counsel, and opinion given by counsel consulted by the Government, as to the validity of the award of damages to contractors for Section B, Canadian Pacific Railway, and as to the action that should be taken in reference to such award. Presented to the House of Commons, 5th March, 1885.—*Mr. Casey*.....*Not printed.*

25*i*. Return to an Order of the House of Commons, dated 16th February, 1885, for a statement of sums paid to the Canadian Pacific Railway Company up to date, for constructions on those portions of the Canadian Pacific Railway between Port Arthur and Winnipeg, the contract for which has been transferred to them from the original contractors, with dates of payment; also, copies of estimates on which such payments have been made, showing quantities and rates. Presented to the House of Commons, 5th March, 1885.—*Mr. Casey*.....*Not printed.*

25*j*. Supplementary Return, under resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of money. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council, and of all correspondence between the Government and the Railway Company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 5th March, 1885, by Hon. J. A. Chapleau.

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25*k*. Return to an Address of the House of Commons, dated 5th February, 1885, for a statement showing the date and rate at which the ten million dollars of Canadian Pacific Railway stock formerly pledged for a loan of about $4,950,000 was sold, and the net amount received by the company in respect of such sales. Presented to the House of Commons, 9th March, 1885.—*Mr. Blake*.....*Not Printed.*

25*l*. Return to an Order of the House of Commons, dated 4th February, 1885, for copies of all reports of Government engineers, made previous to and on this day, in relation to the survey of the several proposed lines for the extension of the Canadian Pacific Railway from Montreal to a port on the Atlantic Ocean. Also the instructions and the official correspondence which passed between the several engineers and the Government. Presented to the House of Commons, 11th March, 1885.—*Mr. Lesage*.....*Not printed.*

25*m*. Return to an Address of the House of Commons, dated 17th February, 1885, for a plan of the proposed route or routes of the Canadian Pacific Railway from Port Moody, or the neighborhood thereof, to English Bay or Coal Harbor, showing the point at which the route chosen diverges from the main line, and the distance thereof from the present terminus at Port Moody; also an estimate of the cost of constructing the proposed line to the new Pacific terminus, and of the cost of the terminal accommodations there. Presented to the House of Commons, 13th March, 1885.—*Mr. Blake*.....*Not printed.*

25*n*. Return to an Address of the House of Commons, dated 23rd February, 1885, for copies of the report of Mr. Van Horne, Vice-President of the Canadian Pacific Railway Company, of September last, and of Mr. S. B. Read, C.E., of the same month, with reference to the Canadian Pacific Railway in British Columbia; and also reports of engineers of high standing, as to the route of the Canadian Pacific Railway at the point where a temporary line has been built, referred to in the letter from Mr. Van Horne to the Minister of Railways and Canals, of 19th May, 1884, and for any report of Mr. Fleming on the subject, in the possession of the Railway Company. Presented to the House of Commons, 13th March, 1885.—*Mr. Blake*—

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25*o*. Return to an Address of the House of Commons, dated 17th February, 1885, for a copy of the claim put in by the contractors of Section B, on which the award to them of $395,600 was based; and of Order in Council of 2nd April, 1883, in reference to submission to arbitrators. Presented to the House of Commons, 13th March, 1885.—*Mr. Casey*.....*Not printed.*

25*p*. Supplementary Return to an Order of the House of Commons, dated 17th February, 1885, for a copy of the case submitted by the Government, as to the validity of the award of damages to contractors for Section B, Canadian Pacific Railway, and as to the action that should be taken in reference to such award. Presented to the House of Commons, 16th March, 1885.—*Mr. Casey*.....*Not printed.*

25*q*. Return to an Address of the House of Commons, dated 5th February, 1885, for copies of all correspondence, reports and Orders in Council not covered by the previous Address, relating to the allowances proposed to be paid to the Canadian manufacturers of certain goods required by the Canadian Pacific Railway; of all applications for such allowances, and correspondence in connection therewith; a statement of the calculations on which the allowances have been based, and an estimate in detail of the probable sums payable out of the Treasury in respect of each class of goods, assuming them to be made in Canada, to the extent of the company's requirements, and of the *ad valorem* percentage of all allowances on each such class. Presented to the House of Commons, 18th March, 1885.—*Mr. Blake*.....*Not printed.*

25*r*. Return to an Address of the House of Commons, dated 12th March, 1885, for a statement showing the names and addresses of all shareholders in the Canadian Pacific Railway Company, with the amount of stock held by each, as of the date of 16th February, 1885. Presented to the House of Commons, 18th March, 1885.—*Mr. Blake*.....*Not printed.*

25*s*. Return to an Order of the House of Commons, dated 16th February, 1885, for a copy of the report of the engineers appointed to re-measure and re-classify the work on Section B, Canadian Pacific Railway, in connection with the claims of the contractors for said section for increased remuneration for such work and for damages. Also all reports of the engineers in charge of said section, or of the Engineer-in-Chief or any other Government engineer, in reference to the questions of measurement, classification or damages at issue between the Government and the contractors. Presented to the House of Commons, 23rd March, 1885.—*Mr. Casey*—

Printed for Sessional Papers only.

25*t*. Return to an Address of the House of Commons, dated 9th February, 1885, for a statement showing the number of passenger trains, freight trains and mixed trains, distinguishing each class, run daily, or weekly in cases in which there was not a daily train, over each division of the Canadian Pacific Railway, in each week of the years 1883 and 1884 respectively. Presented to the House of Commons, 26th March, 1885.—*Mr. Blake*.....*Not printed.*

25*u*. Return to an Order of the House of Commons, dated 12th March, 1885, for copies of all memorials, letters and other representations, in writing, received by the Government on the subject of the non-payment by the Canadian Pacific Railway Company of amounts due to contractors, sub-contractors or laborers engaged in the construction of the Canadian Pacific Railway. Presented to the House of Commons, 26th March, 1885.—*Mr. Charlton*—

Not printed.

25*v*. Supplementary Return to a Standing Order of the House of Commons, passed on the 20th February, 1882, for full information on all subjects affecting the Canadian Pacific Railway up to the latest date, and particularly all details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of the moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the return. 10. Copies of all Orders in Council and of all correspondence between the Government and the railway company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 23rd April, 1885, by Hon. J. H. Pope.....*Not printed.*

25*w*. Return to an Address of the House of Commons, dated 12th February, 1885, for a statement in detail of the present position of land grant and the land grant bonds of the Canadian Pacific Railway Company, showing, by the number of the section, the township and range or other description, the lots granted to the company. Also the lots sold by the company. Also the amount of land grant bonds in the hands of the Government; the amount in the hands of the company; the amount in the hands of the public; the amount pledged by the company for loans, or otherwise, with details, and the amount cancelled; showing also the sum received by the company for lands sold in each calendar year and in the course of the present year; and the amount now due to the company in respect of lands sold, with a separate statement showing the amount received by the company from sales in town sites, and

the amount now due on such sales, distinguishing between the receipts and debts on account of town sites comprised in the land grant, or in any arrangement with the Government, and the receipts and debts on account of other town sites. Presented to the House of Commons, 23rd April, 1885.—*Mr. Blake*.....*Not printed.*

25*x*. Return to an Order of the House of Commons, dated 2nd March, 1885, for copies of all reports, plans, specifications, estimates, contracts, correspondence and other papers in connection with the construction of the Canadian Pacific Railway wharf and freight shed at Port Moody, B.C., and relating to its deterioration and repairs or reconstruction. And like papers as to the bridge on the railway near Spuzzum, B.C. Presented to the House of Commons, 23rd April, 1885.—*Mr. Blake*.....*Not printed.*

25*y*. Return to an Order of the House of Commons, dated 24th February, 1885, for any information in the possession of the Department as to the character of the work done near Lytton, B.C., on the Canadian Pacific Railway, on that portion of the road for which Mr. Hugh J. Keefer had a sub-contract, and which was under the inspection of his brother, Mr. George Keefer, Government engineer; also copies of any statements as to the character of the material allowed as rock or as other than earth, in this part. Presented to the House of Commons, 24th April, 1885.—*Mr. Blake*.....*Printed for Sessional Papers only.*

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25*z*. Return to an Order of the House of Commons, dated 23rd February, 1885, for all reports, plans and other information in the possession of the Department in reference to the work on the Canadian Pacific Railway at or near Maple Ridge, a short distance above Hammond, on the bank of the Fraser, B.C.; for all reports and information in the possession of the Department as to the condition of the work on the Government sections of the Canadian Pacific Railway in British Columbia; and as to the extent of work remaining to be done before the completion of the contract; also for all correspondence with the Canadian Pacific Railway Company as to the taking over by them of these sections of the railway; also for a statement of the names, salaries and period of service in that region, of the Government engineers who have been employed on the Government sections in British Columbia of the Canadian Pacific Railway, with the dates at which any of them were relieved, a statement of the cause of their removal, and of their present occupation, if any, under the Government. Presented to the House of Commons, 5th May, 1885.—*Mr. Blake*.....*Printed for Sessional Papers only.*

25*aa*. Return to an Order of the House of Commons, dated 2nd of March, 1885, for copies of all applications, statements, estimates or letters sent from the Canadian Pacific Railway to the Government, or any of its officials, in relation to the change made by the Government between 7th April, 1884, and 16th May, 1884, in the dealing with rolling stock in progress estimates and payments in the Eastern Section, Western Division, and copies of all correspondence and papers upon the same subject. Presented to the House of Commons, 5th May, 1885.—*Mr. Edgar*.....*Not printed.*

25*bb*. Supplementary Return to a Standing Order of the House of Commons, passed on the 20th February, 1882, for full information on all subjects affecting the Canadian Pacific Railway up to the latest date, and particularly all details as to: 1. The selection of the route. 2. Progress of the work. 3. The selection or reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council and of all correspondence between the Government and the Railway Company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 5th May, 1885, by Hon. J. H. Pope.....*Not printed.*

25*cc*. Letter and statements from George Stephen, Esq., President of the Canadian Pacific Railway Company, to the Hon. the Minister of Railways and Canals, accompanied by Mr. Miall's condensed balance sheet on the affairs of the Canadian Pacific Railway Company on the 1st January, 1885. Presented to the House of Commons, 7th May, 1885.—*Sir J. A. Macdonald*.....*Printed for both Distribution and Sessional Papers.*

25*dd*. Return to an Order of the House of Commons, dated 6th February, 1885, for a Return of the names of persons in the employ of the Government along the line of the Canadian Pacific Railway during the year 1884, the date of their engagement, the length of time employed, the work assigned them and the salary, fee or allowance paid; also the amount of travelling expenses paid to each. Presented to the House of Commons, 8th May, 1885.—*Mr. McMullen*.....*Not printed.*

25*ee*. Supplementary Return to an Order of the House of Commons, dated 2nd March, 1885, for copies of all applications, statements, estimates or letters sent from the Canadian Pacific Railway to the Government or any of its officials, in relation to the change made by the Government between 7th April, 1884, and 16th May, 1884, in the dealing with rolling stock, in progress estimates and payments in the Eastern Section, Western Division, and copies of all correspondence and papers upon the same subject. Presented to the House of Commons, 16th May, 1885.—*Mr. Edgar*.....*Not printed.*

25*ff*. Return to an Order of the House of Commons, dated 2nd March, 1885, for copies of all the estimates, in detail, furnished to the Government by the Canadian Pacific Railway Company, and by the Government engineer, upon which the estimated cost of $23,000 per mile was based for the portion of the Eastern Section from the 100th mile to the 120th mile west of Callander, giving quantities, classification and prices; also for a statement of the actual quantities, description and classification of the work from the 100th mile to the 120th mile west of Callander on the 12th August, 1884, when the subsidy and loan were paid by the Government as a completed line. Presented to the House of Commons, 16th May, 1885.—*Mr. Edgar*....*Not printed.*

25*gg*. Return to an Order of the House of Commons, dated 2nd March, 1885, for copies of the report of survey by Vernon Smith, C.E., in relation to the extension of the Canadian Pacific Railway to Canadian ports on the Atlantic. Presented to the House of Commons, 16th May, 1885.—*Mr. Lesage*.....*Not printed.*

25*hh*. Return to an Address of the House of Commons, dated 12th March, 1885, for copy of all offers made to the Government for the construction of a railway connecting the Ontario railway system, at or near to Gravenhurst, with the Canadian Pacific Railway. Presented to the House of Commons, 9th June, 1885.—*Mr. Mulock*.....*Printed for Sessional Papers only.*

25*ii*. Return to an Address of the House of Commons, dated 12th February, 1885, for a Return showing the amounts contributed to the Canada Central Railway between Ottawa and Brockville, either by the Government of Canada, the Provincial Government of Ontario, or by the municipalities along that line of railway. Also showing what securities were taken for the amounts so advanced to the said railway company, and what disposition has been made of the said securities. Also for similar returns concerning the St. Lawrence and Ottawa Railway from Ottawa to Prescott, together with the conditions upon which such grants were made to both railways; also statement showing the present train service on both lines of railway. Presented to the House of Commons, 9th June, 1885.—*Mr. Landerkin*...*Not printed.*

25*jj*. Supplementary Return to an Order of the House of Commons, dated 5th February, 1885, for map or maps showing: 1. The location of the Canadian Pacific Railway, so far as approved of or constructed. 2. Its location, so far as proposed to Government, but not yet approved. 3. The location of any branches constructed or acquired, and of any now contemplated by the company, so far as the Government is advised. 4. The lands set apart for the company, but not yet granted. 5. The lands granted. 6. The lands applied for, but not yet set apart. Presented to the House of Commons, 11th June, 1885.—*Mr. Blake*.....*Not printed.*

25*kk*. Return to an Address of the House of Commons, dated 12th March, 1885, for a copy of all correspondence between the Government of Quebec and the Government of Canada concerning the application of the sum of $960,000 reserved by the statute 47 Victoria, chapter 8, for the extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction to the Harbor of Quebec. Presented to the House of Commons, 15th June, 1885.—*Mr. Laurier*—*Printed for Sessional Papers only.*

25*ll*. Return to an Address of the House of Commons, dated 9th February, 1885, for a statement showing the gross earnings, expenses and net earnings of the Canadian Pacific Railway for each month of the years 1883 and 1884, distinguishing between the main line and the lines now

worked under the lease from the Ontario and Quebec Railway Company; and distinguishing also between the main line east of Port Arthur or Fort William and the main line west of that point, giving in each case the mileage open for traffic during the month specified. Presented to the House of Commons, 16th June, 1885.—*Mr. Blake*.....*Printed for Sessional Papers only.*

25*mm.* Return to an Address of the House of Commons, dated 12th February, 1885, for a statement showing: 1. The expenditure by the Canadian Pacific Railway Company upon its main line of railway between Callander and Port Arthur and between Selkirk and Kamloops, since the expenditure of $23,078,950, shown by the letter of Mr. Stephen to the Minister of Railways and Canals on the 15th January, 1884. 2. The materials on hand in respect of the described main line of railway. 3. The receipts by the company since the account given in the said letter in respect of—(*a.*) Cash subsidy; (*b.*) Government loan; (*c.*) Land grant bonds or land sales, or from the pledging of land grant bonds. 4. The amount, if any, due by the company in respect of construction of the described main line. 5. Estimates of the cost of the work of construction remaining to be done on the described main line, showing whether the materials on hand are taken into account in such estimates or not. 6. An estimate of the whole cost of construction of the described main line when completed. 7. Statement of the cost of equipment of the described main line at the date of the account in Mr. Stephen's letter. 8. Statement of the cost of equipment of the described main line since that date. 9. Estimate of the further cost of equipment of the described main line when completed. 10. Estimate of the complete cost of equipping the described main line. All such statements and estimates being separate for each of the described divisions, viz., (*a*) that between Callander and Port Arthur, and (*b*) that between Selkirk and Kamloops. Presented to the House of Commons, 16th June, 1885.—*Mr. Blake*.....*Printed for Sessional Papers only.*

25*nn.* Return to an Address of the House of Commons, dated 24th February, 1885, for a statement of the cost of the Canadian Pacific Railway from Winnipeg to a point 615 miles west of Winnipeg, divided under the usual sub-headings of cost of railway construction; or in case the company has not recorded the expense under the usual sub-headings, then divided in such a way and in such detail as the company has recorded it. Presented to the House of Commons, 16th June, 1885.—*Mr. Blake*.....*Printed for Sessional Papers only.*

25*oo.* Return to an Address of the House of Commons, dated 8th April, 1885, for a Return showing the date of completion of the main line of the Canadian Pacific Railway from Winnipeg to Brandon, from Brandon to Moose Jaw, from Moose Jaw to Calgary, the dates on which each section was opened for traffic, the dates on which such section was inspected by the Government engineer, with all Orders in Council, papers and correspondence affecting the tariff rates for passengers and freight upon such line, not already brought down. Presented to the House of Commons, 15th June, 1885.—*Mr. Watson*.....*Not printed.*

25*pp.* Return to an Address of the Senate, dated 25th February, 1885, for all correspondence had since the 1st January, 1884, between the Government of Canada and the Government of the Province of Quebec, concerning all sums of money granted by the Government of Canada to the Province of Quebec, and all claims of the Province of Quebec, by way of indemnity on account of the construction of the North Shore Railway, heretofore called the Quebec, Montreal, Ottawa and Occidental Railway, together with a copy of all memorials presented to the Federal Government during the same period by the Government of Quebec, respecting all claims or demands of indemnity for the same cause. Presented to the Senate, 16th April, 1885.—*Hon. Mr. Trudel*,.....*Printed for Sessional Papers only.*

25*qq.* Return to an Order of the House of Commons, dated 13th February, 1885, for a statement showing: 1. The total number of permanent timber trestles and the total number of wooden bridges constructed, or under contract for construction, upon the line of the Canadian Pacific Railway. 2. The length, in feet, and the maximum height of each of said trestles and of each of said bridges. Such statement to identify the trestles and bridges by numbering them consecutively from Sudbury westward. Presented to the House of Commons, 14th July, 1885.—*Mr. Edgar*.....*Not printed.*

25*rr.* Return to an Address of the House of Commons, dated 17th February, 1885, for: 1. A statement of the present position of the debt of six hundred thousand dollars, due last Session

by the North American Contracting Company to the Canadian Pacific Railway, with information as to whether the same has been settled, and if so, when and upon what terms, and if unsettled, what steps have been taken, or are being taken, to procure a settlement; also a statement of the present position of a sum of about six hundred thousand dollars invested by the Canadian Pacific Railway Company in stock of the Canada North-West Land Company, with a statement of its value, at the average price for the month of January, 1885. 2. Also plan and statement showing the grades and curves on the line of the Canadian Pacific Railway as far as constructed, including all the Government sections, but exclusive of the line constructed by the company from the foot of the Rocky Mountains to Kamloops. 3. Also a copy of the prospectus, advertisement and other papers in connection with the recent proposal for the issue of bonds of the Ontario and Quebec Railway Company, guaranteed by the Canadian Pacific Railway Company, with a statement of the amount sold and the average rate. 4. Also an estimate of the cost of the Canadian Pacific Railway between Callander and Port Arthur, divided under the usual heads of sub-divisions in railway construction, with separate estimate for equipment. 5. Also a like estimate, in similar form, of the cost of the construction of the Canadian Pacific Railway between Calgary and the summit of the Rocky Mountains, and from the summit of the Rocky Mountains to the junction with the Government section, each separately, with a statement of the items in which a saving of four million dollars upon the estimate of last Session is calculated by the officers of the company. 6. Also a statement of the expenditure by the Canadian Pacific Railway Company on any account, except the construction and equipment of the contracted line between Callander and Port Arthur, and between Selkirk and Kamloops. Presented to the House of Commons, 14th July, 1885.—*Mr. Blake*.....*Not printed.*

25*ss*. Return to an Address of the House of Commons, dated 17th February, 1885, for: 1. A statement of the expenditure of the Canadian Pacific Railway Company since the account in Mr. Stephen's letter to the Minister of Railways and Canals, 15th January, 1884, upon branch lines, specifying each line, the expenditure thereon, the purpose thereof, and the additional mileage beyond 269 miles completed at the date of Mr. Stephen's letter. 2. Statement of the cost of equipment of such branch lines; (*a*.) At the date of said letter; (*b*.) Since that time. 3. Estimate for any further cost of equipment for such branch lines so far as completed. 4. Statement in detail of the further sums paid in respect of the extensions or branches east of Callander, since the date of said letter, when they amounted to $3,203,050. 5. A statement of the present condition of the account for advances towards acquiring a line to the seaboard, and for other purposes, alleged to be within the charter, shown by the said letter at $3,482,251; with a detail of any further payments of a like character. Presented to the House of Commons, 18th July, 1885.—*Mr. Blake*.....*Not printed.*

25*tt*. Return to an Address of the House of Commons, dated 17th February, 1885, for copies of all correspondence and agreements between the Government and the Canadian Pacific Railway Company on the subject of immigration to Manitoba and the North-West, together with a statement showing the amount expended by the company in promoting such immigration, giving amounts paid, with dates, to whom paid, and the nature of service rendered; also estimate of the company of number of persons from foreign countries who have actually settled there in each year since date of charter. Presented to the House of Commons, 18th July, 1885.—*Mr. Paterson (Brant)*.....*Not printed.*

25*uu*. Supplementary Return to an Address of the House of Commons, dated 17th February, 1885, for: 1. A statement of the present position of the debt of six hundred thousand dollars due last Session by the North American Contracting Company to the Canadian Pacific Railway, with information as to whether the same has been settled, and, if so, when and upon what terms, and if unsettled, what steps have been taken, or are being taken, to procure a settlement; also a statement of the present position of a sum of about six hundred thousand dollars invested by the Canadian Pacific Railway Company in stock of the Canada North-West Land Company, with a statement of its value at the average price for the month of January, 1885. 2. Also plan and statement showing the grades and curves on the line of the Canadian Pacific Railway as far as constructed, including all the Government sections, but exclusive of the line constructed by the company from the foot of the Rocky Mountains to Kamloops. Presented to the House of Commons, 20th July, 1885.—*Mr. Blake*.....*Not printed.*

26. Return to an Order of the House of Commons, dated 2nd February, 1885, for a Return of the receipts and expenditure, in detail, chargeable to the Consolidated Fund, from the 1st July, 1883, to the 31st January, 1884, and from 1st July, 1884, to 31st January, 1885. Presented to the House of Commons, 9th February, 1885.—*Sir Richard Cartwright*—

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27. Return to an Order of the House of Commons, dated 2nd February, 1885, for a statement showing the amount of money on deposit to the credit of the Government of Canada on the 1st February, 1885, whether in Canada or elsewhere, together with the names of the banks wherein the said moneys are deposited, with the amount in each bank respectively; also the amount at interest and the rate of interest allowed on the said deposits in each case. Presented to the House of Commons, 9th February, 1885.—*Sir Richard Cartwright*—

Printed for Distribution only.

28. Return to an Address of the House of Commons, dated 30th January, 1884, for copies of all Orders in Council, despatches, correspondence and telegrams relating to the negotiations between Canada and British Columbia, not already brought down; and for a statement of the estimated net cost to Canada of the dry dock in British Columbia. Presented to the House of Commons, 10th February, 1885.—*Mr. Blake*.....*Not printed.*

29. Return (*in part*) to an Address of the House of Commons, dated 24th January, 1884, for copies of all Orders in Council, reports and correspondence, not already brought down, in reference to the exercise or non-exercise of the power of disallowance as to any Provincial Acts; with a statement of the dates of prorogation of each of the Provincial Assemblies; and of the dates at which the Acts of the Session were received at Ottawa; and copy of the despatches addressed to the Lieutenant-Governors on the subject of the transmission to the Government of Canada of such Acts. Presented to the House of Commons, 10th February, 1885.—*Mr. Mulock*.....*Printed for Sessional Papers only.*

30. Return to an Order of the House of Commons, dated 25th February, 1884, for a detailed statement of all moneys expended upon the Dominion steamer "Sir James Douglas," in connection with the hauling out, lengthening of, repairs to, and launching of said vessel, from 1st January, 1882, to 31st December, 1883. Presented to the House of Commons, 10th February, 1885.—*Mr. Baker* (*Victoria*).....*Not printed.*

30*a*. Return to an Order of the House of Commons, dated 25th February, 1884, for a statement showing numbers of officers and crew of steamer "Sir James Douglas," their names, rank, pay and date of first appointment, the average cost per month of maintaining said vessel for the twelve months ending 31st December, 1883, nature of service in which she has been engaged for the period mentioned, increased speed obtained by lengthening, date on which she was last swung for adjustment of compasses and copy of deviation table made therefrom. Presented to the House of Commons, 10th February, 1885.—*Mr. Baker* (*Victoria*).....*Not printed.*

30*b*. Return to an Order of the House of Commons, dated 28th March, 1884, for all correspondence of a date subsequent to 1st January, 1883, upon the subjects of repairs to, hauling out, and launching of the steamer "Sir James Douglas," in the early part of said year, between the Department of Marine and Fisheries and their agents at Victoria, B.C., or between the Department and any other person or persons, in the Province of British Columbia, upon said subject; also copies of reports sent in to the Department by the agent of the Department in British Columbia, and the master of the steamer above referred to, in connection with the serious and unpleasant difference of opinion which arose between them, reflecting discreditably upon themselves and the Department. Also all correspondence upon that or any other subject between the Department and any British Columbia member or other person, in any way reflecting upon the agent of the Department in British Columbia, to date. Presented to the House of Commons, 10th February, 1885.—*Mr. Baker* (*Victoria*).....*Not printed.* *See* 30*d*.

30*c*. Return to an Address of the Senate, dated 9th April, 1884, for copies of all documents and correspondence in possession of the Government relating to the establishment of a line of steamships between France and Canada. Presented to the Senate, 24th February, 1885. *Hon. Mr. Pelletier*.....*Printed for Sessional Papers only.*

30*d*. Return to an Order of the House of Commons, dated 28th March, 1884, for all correspondence of a date subsequent to 1st January, 1883, upon the subject of repairs to, hauling out and launching of the steamer "Sir James Douglas," in the early part of said year, between the Department of Marine and Fisheries and their agent at Victoria, B.C., and between the Department and any other person or persons in the Province of British Columbia, upon said subject; also copies of reports sent in to the Department by the agent in British Columbia, and the master of the steamer referred to, in connection with the serious and unpleasant difference of opinion which arose between them, reflecting discreditably upon themselves and the Department; also all correspondence upon that or any other subject between the Department and any British Columbia member or other person, in any way reflecting on the agent of the Department in British Columbia, to date. Presented to the House of Commons, 14th April, 1885.—*Mr. Baker* (*Victoria*).....*Printed for Distribution only.*

30*e*. Return to an Order of the House of Commons, dated 24th February, 1885, for copies in full of the accounts and vouchers of all provisions, coal and other supplies furnished the Hudson Bay steamer "Neptune" at Halifax, in July last, and copies of all the tenders upon which all the contracts were based. Presented to the House of Commons, 14th April, 1885.—*Mr. Vail*.....*Not printed.*

30*f*. Return to an Address of the House of Commons, dated 23rd February, 1885, for copies of all reports, correspondence, contracts, Orders in Council and other papers, in connection with the arrangements under which public moneys have been paid by the Government to the Halifax Steam Navigation Company. Presented to the House of Commons, 30th April, 1885.—*Mr. Blake*.....*Not printed.*

31. Return to an Address of the House of Commons, dated 28th March, 1884, for a statement showing the present constitution of the North-West Council, the number of elected members, the district for which they are elected, the number of votes polled, the names of the candidates, and the qualifications required of the voters. Presented to the House of Commons, 19th February, 1885.—*Mr. Mills*.....*Printed for both Distribution and Sessional Papers.*

32. Return to an Address of the House of Commons, dated 28th March, 1884, for a statement of all moneys paid by the Dominion Government to the Local Government of Ontario since Confederation; stating the amounts in each year and stating on what account. Presented to the House of Commons, 10th February, 1885.—*Mr. Farrow*.....*Printed for Distribution only.*

33. Return to an Order of the House of Commons, dated 28th March, 1884, for: 1. Correspondence, papers, draft, notarial transfer and telegram respecting Survey Contract No. 10, of L. J. E. Garon, of the season of 1881, by which Joseph Adhemar Martin, merchant, of Rimouski, has received the sum of $800. 2. Correspondence, papers, draft, notarial transfer and telegram, between the Minister of the Interior and the said Joseph Adhemar Martin, concerning the balance remaining due on the said transfer of the said Survey Contract No. 10, of L. J. E. Garon, of the said season of 1881. Presented to the House of Commons, 19th February, 1885.—*Mr. Billy*.....*Not printed.*

34. Return to an Address of the House of Commons, dated 7th February, 1884 for copies of all correspondence between the several Provincial Governments and the Dominion Government, respecting the readjustment or increase of the money subsidies paid, or to be paid, by the latter to the former, in pursuance of the confederation agreement, or of any other arrangements since made. Also copies of all petitions from the several Provincial Legislatures to the Government, or to the Parliament of Canada, and of any memorials received by the latter from the several Provincial Governments, asking for aid or assistance in money or otherwise. Also statement showing all that has been granted in money, or otherwise, by the Government of Canada to the several provinces since 1867. Presented to the House of Commons, 10th February, 1885.—*Mr. Ouimet*.....*Printed for Sessional Papers only.*

34*a*. Return to an Address of the House of Commons, dated 5th February, 1885, to His Excellency the Governor General, praying that he will cause to be laid before the House any correspond-

ence or papers touching applications by Local Governments for advances of money on debt account, and for any papers throwing light on the reasons for the pending Bill on that subject. Presented to the House of Commons, 27th February, 1885.—*Mr. Blake*—

Printed for Sessional Papers only.

34*b*. Return to an Address of the House of Commons, dated 2nd March, 1885, for copies of all correspondence since 1st January last, between the Dominion Government and the Government of the Province of Quebec, in relation to an increase or readjustment of the Dominion subsidy to the province, including any letter written to that end by one of the said Governments to the other, or by any of the Ministers thereof in relation to the subject; also of any such correspondence with any of the other Provinces of the Dominion. Presented to the House of Commons, 23rd April, 1885.—*Mr. Amyot*.....*Printed for Sessional Papers only.*

35. Return to an Order of the House of Commons, dated 1st February, 1884, for copies of all correspondence and papers relating to any proposed or suggested reduction in letter postage in the Dominion of Canada. Presented to the House of Commons, 10th February, 1885.—*Mr. Charlton*.....*Not printed.*

36. Return to an Order of the House of Commons, dated 11th February, 1884, for copies of all correspondence or complaints to the Postmaster-General, relative to delays or neglect of postmasters in transmitting newspapers and periodicals to the office of destination, since 1st January, 1883. Presented to the House of Commons, 10th February, 1885.—*Mr. Sproule*—

Not printed.

37. Reports relative to the manufacturing industries in existence in Canada, submitted to the House of Commons for its information. Presented to the House of Commons, 11th February, 1885, by Sir Leonard Tilley.....*Printed for both Distribution and Sessional Papers.*

37*a*. Return to an Address of the House of Commons, dated 6th February, 1885, for copy of the commission or other authorization, Order in Council, correspondence and instructions in relation to the commission issued for the investigation of certain facts as to the condition of the industries of Canada during the last recess. Copy of the report of the commissioners, and the evidence and data obtained by them. Statement in detail of all moneys paid in respect of the commission, and an estimate in detail of all moneys payable, but as yet unpaid; dated 11th February, 1885. Presented to the House of Commons, 12th February, 1885. *Mr. Blake*—

Printed for both Distribution and Sessional Papers.

37*b*. Return to an Order of the House of Commons, dated 4th February, 1885, for all returns, statements or correspondence in possession of the Government, showing the number of operatives employed in factories in the Dominion in 1878 and in 1884, together with the amount of capital invested and wages paid. Presented to the House of Commons, 16th February, 1885.—*Sir Richard Cartwright*.....*Not printed.*

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38. Return to an Order of the House of Commons, dated 5th February, 1885, for copies of all correspondence relative to any payments, claims or allowances on any account whatever, in respect to the office of High Commissioner, not already brought down; and separate statement in detail, with dates and sums of all payments made on any such accounts in respect to the office, during its tenure by the present incumbent; an estimate in detail of all sums payable on any such accounts up to this date and yet unpaid; also copies of all correspondence not yet brought down, as to the letting or purchase of a residence for the High Commissioner, and as to the repairs and furnishing thereof, with copies of all accounts in connection with the same; a statement in detail of all sums paid in respect of such letting or purchase, or furnishing or repairs; and an estimate of all sums payable, but not yet paid, in respect thereof. Presented to the House of Commons, 12th February, 1885.—*Mr. Blake*.....*Not printed.*

38*a*. Return to an Address of the House of Commons, dated 2nd March, 1884, for a copy of all correspondence between this Government and the High Commissioner in England or the representatives of the Belgian Government in this country, or from the Belgian authorities at home,

or any other correspondence and papers concerning the International Exhibition in Antwerp; and also copies of the existing tariff between Belgium and England. Presented to the House of Commons, 12th March, 1885.—*Messrs. Bergeron and Amyot*.....*Not printed.*

38*b*. Return to an Address of the House of Commons, dated 23rd February, 1885, for a copy of any further commission or Order in Council, or correspondence touching the position or salary of the High Commissioner of Canada, not already brought down. Presented to the House of Commons, 13th March, 1885.—*Mr. Blake*.....*Printed for Sessional Papers only.*

38*c*. Return to an Order of the House of Commons, dated 23rd February, 1885, for a Return showing amount paid out on account of High Commissioner to London since the creation of the office; showing separately the amount paid on account of residence, furniture and all fittings and additions thereto, and amount of salary paid to 1st January, 1885, and all items or allowances on account of taxes, light, fuel, travelling and other expenses, including salaries of private secretary and other servants or attendants, each item separately set out up to 1st January, 1885. Presented to the House of Commons, 7th April, 1885.—*Mr. McMullen*—
Printed for Sessional Papers only.

39. Return to an Address of the House of Commons, dated 4th February, 1885, for copy of all correspondence between the Government of Canada and the several Governments of the Australian and Tasmanian colonies, or anyone acting on their behalf, in relation to the establishing of a more direct communication and extension of trade between these colonies and Canada; also all correspondence between the Government of Canada and the British Government on the same subject. Presented to the House of Commons, 12th February, 1885.—*Mr. Mitchell*.....*Not printed.*

40. Report of the operations and money expended, since the report of last Session, for the year 1884, with respect to the Census of 1881, in accordance with the provisions of section 25 of the Census and Statistics Act; also relating to mortuary statistics. Presented to the House of Commons, 12th February, 1885, by Hon. J. H. Pope.....*Not printed.*

40*a*. A form of Census Return for the year 1885. Presented to the House of Commons, 13th February, 1885, by Hon. J. H. Pope.....*Not printed.*

41. Return to an Order of the House of Commons, dated 4th February, 1885, for amount of sums advanced to the Government of the Dominion by way of loan by any banks or persons in Canada or England, as appearing on the 1st February, 1885. Presented to the House of Commons, 13th February, 1885.—*Sir Richard Cartwright*—
Printed for both Distribution and Sessional Papers.

41*a*. Return to an Order of the House of Commons, dated 4th February, 1885, for a Return giving names of all newspapers in which the loans of 1874, 1875, 1876, 1878 and 1884 were advertised, together with statement of length of time during which the said advertisements appeared. Presented to the House of Commons, 16th February, 1885.—*Sir Richard Cartwright*—
Not printed.

41*b*. Return to an Address of the House of Commons, dated 4th February, 1885, for copy of the prospectus of the loan recently issued in London; also a statement showing the amounts of the commission and other charges paid thereon, and to whom paid, together with the amount of the said loan subscribed for by the financial agents of the Dominion, or by the Bank of Montreal, with the dates of the said subscriptions, and copies of all Orders in Council connected with the said loan. Presented to the House of Commons, 16th February, 1885.—*Sir Richard Cartwright*.....*Printed for both Distribution and Sessional Papers.*

42. Return to an Order of the House of Commons, dated 6th February, 1885, for copies of all correspondence, memorials, petitions or other documents relating to the abolition of the duty on grain, flour and coal during 1884 and up to the present time. Presented to the House of Commons, 13th February, 1885.—*Mr. Cameron* (*Middlesex*).....*Not printed.*

42*a*. Return to an Order of the House of Commons, dated 12th March, 1885, for a Return of the amount of duty collected on wheat, flour, cornmeal and corn, in the several ports of the Province of Nova Scotia, between the 30th June, 1884, and 31st December, 1884. Presented to the House of Commons, 18th March, 1885.—*Mr. Vail*.....*Not printed.*

42*b*. Return to an Order of the House of Commons, dated 27th April, 1885, for: 1. Duties imposed on various articles in the old Province of Canada and duties now imposed. 2. Tariff in force in British Columbia and in Manitoba, respectively, at the time of Union. 3. Length of time such tariff continued in force after Union. Presented to the House of Commons, 15th June, 1885.—*Mr. Watson*.....*Not printed.*

42*c*. Papers and telegrams respecting the Imperial Act for granting to Her Majesty certain duties on goods, wares and merchandise imported into this colony and its dependencies. Presented to the House of Commons, 11th July, 1885, by Hon. M. Bowell.....*Not printed.*

43. Message from His Excellency the Governor General, transmitting to the House of Commons copies of all petitions, resolutions, correspondence and memorials on the matter of bankruptcy, which have been submitted to His Excellency in Council for consideration. Presented to the House of Commons, 13th February, 1885, by Sir John A. Macdonald.....*Not printed.*

44. Return to an Address of the House of Commons, dated 9th February, 1885, for copy of memorial from the county council of Grey, praying for a refund of bonuses paid by municipalities of that county in aid of railways which are now used for Dominion purposes or tributary to such. Presented to the House of Commons, 13th February, 1885.—*Mr. Landerkin*—
Not printed.

44*a*. Return to an Address of the House of Commons, dated 18th March, 1885, for copies of petitions from the county council of the county of Elgin, presented to the Governor General in Council or the Minister of Railways and Canals, praying for a general measure of relief to municipalities of Ontario which have aided railways declared to be for Dominion purposes, by granting bonuses to them; and of all correspondence in reference to such petitions. Presented to the House of Commons, 8th April, 1885.—*Mr. Wilson*.....*Not printed.*

44*b*. Return to an Address of the House of Commons, dated 16th March, 1885, for a copy of the memorial presented to the Government by the county council of the county of Simcoe, Ontario, praying for a refund of bonuses granted by the different municipalities of that county to railways that have been declared by this Parliament to be works for the general advantage of Canada, together with copies of all correspondence and other papers relating thereto. Presented to the House of Commons, 20th April, 1885.—*Mr. Cook*.....*Not printed.*

44*c*. Return to an Address of the House of Commons, dated 27th April, 1885, for copies of the memorials presented to the Government by the delegates who waited on the Government in reference to the bonuses granted to railways declared to be for the general advantage of Canada. Presented to the House of Commons, 16th May, 1885.—*Mr. Watson*.....*Not printed.*

45. Return to an Order of the House of Commons, dated 17th February, 1885, for a Return showing the quantity and value of wheat and flour imported into, and exported from the Dominion, by Provinces, during the six months ending 31st December, 1884—distinguishing, in the imports, the quantity entered for home consumption; and, in the exports, the product of Canada. Presented to the House of Commons, 24th February, 1885.—*Mr. Paterson* (*Brant*)....*Not printed.*

45*a*. Return to an Order of the House of Commons, dated 6th February, 1885, for a Return showing the quantity of wheat, flour, corn and cornmeal imported into and exported from the various Provinces, from the 1st of July to the 31st December, 1884. Presented to the House of Commons, 24th February, 1885.—*Mr. Cameron* (*Middlesex*).....*Not printed.*

46. Return of the names and salaries, &c., of all persons appointed to or promoted in the Civil Service during the year ended the 31st December, 1884, specifying the office to which each has been appointed or promoted under the Canada Civil Service Act, 1882, section 55, sub-section 2. Presented to the House of Commons, 16th February, 1885, by Hon. J. A. Chapleau—
Printed for Sessional Papers only.

46*a*. Report of the proceedings of the Board of Examiners for the year 1884—presented to Parliament in terms of section 55 of the Canada Civil Service Act, 1882, 45-46 Victoria, chapters 4-7. Presented to the House of Commons, 16th February, 1885, by Hon. J. A. Chapleau—
Printed for both Distribution and Sessional Papers.

46*b*. Return to an Order of the House of Commons, dated 27th April, 1885, for a Return of all officers of the Civil Service, from the resident Dominion Government agent down to the messenger, in each and every Department (by Departments) in British Columbia, giving full Christian and surnames, their ages, present rank, pay, allowances, dates of appointment and promotion, made up to the 31st December, 1884, or nearest possible date. Presented to the House of Commons, 15th June, 1885.—*Mr. Baker* (*Victoria*).....*Not printed.*

47. Return to an Order of the House of Commons, dated 28th March, 1884, for copies of all correspondence, reports of engineers, with maps and plans, relating to the improvements required to be made in order to secure a better supply of water to the Rideau Canal, as well as to open up a large section of the country bordering on lakes in the counties of Frontenac and Addington. Presented to the House of Commons, 17th February, 1885.—*Mr. Bell*.....*Not printed.*

47*a*. Return to an Order of the House of Commons, dated 28th March, 1884, for copies of all correspondence and reports of engineers, with maps and plans, relating to the extension of the Rideau Canal from the village of Morton to Charleston Lake and the village of Gananoque, in the county of Leeds. Presented to the House of Commons, 17th February, 1885.—*Mr. McDougald*.....*Not printed.*

48. Return to an Order of the House of Commons, dated 2nd February, 1885, for all papers relating to the resignation of Capt. Ludger Bolduc, after the collision which occurred on the 20th May, 1884, between "La Canadienne" and the brig "Alliance," of Jersey; covering complaint, enquiry, report, &c., and all correspondence relating to the matter. Presented to the House of Commons, 17th February, 1885.—*Mr. Landry* (*Montmagny*).....*Not printed.*

49. Return to an Order of the House of Commons, dated 5th February, 1885, for a statement showing sums expended on capital account, from the 1st day of July, 1884, to the 1st day of February, 1885, and the purposes for which said sums were expended. Also for statement of the gross amount of the debt of the Dominion on the 1st day of February, 1885; and a statement of debts and assets to that date, as given in Public Accounts, pages 13 and 14. Presented to the House of Commons, 17th February, 1885.—*Sir Richard Cartwright*—

Printed for Distribution only.

50. Return to an Address of the House of Commons, dated 5th February, 1885, for a copy of the resignation of the Hon. Judge Meredith as Chief Justice of the Superior Court of the Province of Quebec, and of the correspondence which followed that resignation. Presented to the House of Commons, 17th February, 1885.—*Mr. Laurier*.....*Not printed.*

50*b*, 1884. Return to an Address of the House of Commons, dated 25th January, 1884, for copies of all Orders in Council, correspondence and departmental orders, with reference to the granting, cancellation and suspension of licenses to cut timber on lands of the Indians near Fort William, on the Fort William reserve. Presented to the House of Commons, 8th April, 1884. —*Mr. Blake*.....*Printed for Distribution only.*

51. Return to an Address of the House of Commons, dated 25th February, 1884, for: 1. A copy of all Orders in Council, departmental orders and correspondence, respecting the sale, lease or other disposal of the grist and saw mill owned by the Dominion and situate south of Calgary, North-West Territories, to whom disposed, when, at what price, and how paid or payable? 2. Statement showing the original costs thereof, the costs expended thereon, when the same was erected, including working expenses. 3. Statement showing the quantity of agricultural land or timber limits disposed of with said mill or mills, or to the person who purchased or obtained the same. 4. All applications for the purchase or leasing of said farm, lands and limits. 5. Statement of the machinery in said mill or mills, and the cost thereof. 6. All other correspondence in respect to said mill or mills, land and limits. Presented to the House of Commons, 17th February, 1885.—*Mr. Cameron* (*Huron*).....*Not printed.*

52. Return to an Order of the House of Commons, dated 28th March, 1884, for all correspondence between the Hon. P. Mitchell and the Minister of the Interior, in relation to a timber limit or limits on Jack Head River, with the plans submitted in connection therewith; also in relation to timber limits on the Lake of the Woods. Presented to the House of Commons, 19th February, 1885.—*Mr. Mitchell*.....*Not printed.*

52*a*. Return to an Order of the House of Commons, dated 30th January, 1884, for a Return showing: 1. The total number of timber licenses or permits applied for and granted or refused, since 1st February, 1883; the estimated area covered by each license or application, and the total number of square miles estimated to be covered by the timber licenses issued during the period named. 2. The amount of bonuses or premiums per square mile, and on the aggregate, paid to and received by the Government on each such license, and the total amount of bonuses or premiums received. 3. The name and residence of each applicant for a license. 4. The date of application for each license and the number of years each license is granted for. 5. The Crown dues or stumpage charged or chargeable on each license, and the kind and estimated quantity and quality of timber on each area so licensed. 6. Whether in each case, where a license or permit was granted, the berth was put up at public auction, after public notice inviting tenders was given, and was sold to the highest bidder, or whether granted upon application or tender from the grantee without inviting public competition. 7. Copies of all claims made on the Government for any such area or timber by any persons, and all petitions, remonstrances or communications sent or made to the Government respecting such areas, licenses or timber, and copies of all correspondence had with the Government respecting such claims, or in any way respecting such areas, lands, licenses or timber, and the action of the Government therein; also a copy of all maps and plans showing the location or areas of such licenses or permits. Presented to the House of Commons, 19th February, 1885. —*Mr. Charlton*.....*Not printed.*

52*b*. Return to an Order of the House of Commons, dated 23rd February, 1885, for a Return showing: 1. The total number of applications made, and not granted, for licenses or permits to cut timber, saw-logs, cordwood, ties and poles, within the territory lately in dispute between the Province of Manitoba and Ontario. 2. The date of each rejected application and the name and residence of each applicant. 3. The geographical location of the area applied for and not granted. 4. The offer of bonus, and of Crown dues or stumpage, in each or any case accompanying such application. 5. The reason assigned for refusal in the case of each of such rejected applications. Presented to the House of Commons, 23rd April, 1885.—*Mr. Blake*—

Printed for Sessional Papers only.

52*c*. Return to an Order of the House of Commons, dated 23rd February, 1885, for a Return showing: 1. The total number of timber licenses and permits to cut timber, sawlogs, cordwood, ties or poles, on lands not within the disputed territory, applied for and refused since 1st February, 1883. 2. The date of each rejected application, and the name and residence of each applicant. 3. The geographical location of the area applied for and not granted, and the area of the same. 4. The offer of bonus, and Crown dues or stumpage in each or any case accompanying such application. 5. The reason assigned for refusal in the case of each of such rejected applications. Presented to the House of Commons, 23rd April, 1885.—*Mr. Blake*—

Printed for Sessional Papers only.

52*d*. Return to an Order of the House of Commons, dated 9th February, 1885, for copies of all correspondence and regulations, not already brought down, respecting timber for settlers' fuel, applicable to the neighborhood of Moosomin, N.W.T. For all correspondence as to the demands made during the winter of 1882-83 by the Mounted Police, of twenty-five cents a load for settlers' firewood. For all correspondence concerning the demand made by a sub-agent of Mr. Stephenson during the winter of 1883-84, for fifty cents for a permit, in addition to the charge of twenty-five cents a cord. For all correspondence as to the demands made during the winter of 1884-85, including the demands of the present sub-agent, of twenty-five cents for affidavits as to how much wood each settler had burned since he first came to the locality; and for all letters and instructions from the Department or from the Winnipeg office upon these subjects. Presented to the House of Commons, 5th May, 1885.—*Mr. Blake*—

Printed for Sessional Papers only.

52*e*. Return to an Address of the House of Commons, dated 23rd February, 1885, for copies of all permits, liberties or other papers given to any person or persons to cut timber in any part of the territory declared by the Order of the Queen in Council to be within the Province of Ontario; and of all Orders in Council, departmental regulations or orders relating to the matter. Presented to the House of Commons, 15th July, 1885.—*Mr. Mills*.....*Not printed.*

52*f*. Return to an Order of the House of Commons, dated 16th February, 1885, for copies of all permits, licenses or liberties given to any person or persons to cut timber in any part of the territory declared by the Order of the Queen in Council to be within the Province of Ontario. Also the name or names of the person or persons obtaining such permission, the extent of territory embraced, the amount received by the Government, and the amount, if any, still unpaid by the party or parties for such permission. Presented to the House of Commons, 15th July, 1885.—*Mr. Mills* .....*Not printed.*

52*g*. Return to an Order of the House of Commons, dated 23rd February, 1885, for a Return showing: 1. The total number of applications for timber licenses or berths in the Province of British Columbia, and within 50 miles of the line of the Canadian Pacific Railway; the date of such application; the place from which it was made; the name and address of the applicant; the area applied for and the geographical situation of the same; whether the application was rejected or granted, and, if rejected, the reasons assigned for the same. 2. The total number of applications for timber licenses or berths in the Province of British Columbia and transmitted to the Department of the Interior at Ottawa; the date of such application; the place from which it was made; the name and address of the applicant; the area applied for and the geographical situation of the same; whether the application was rejected or granted, and, if rejected, the reason assigned for the same. 3. A summary statement showing the number of licenses or permits granted either upon applications made at Ottawa or made at Victoria and transmitted to Ottawa, designating when the application was made, the date of the application, and the name and address of the grantee. 4. The geographical location of the area covered by each license or permit issued, and the number of square miles embraced in each, and the aggregate amount of the same. 5. The amount of bonuses or premiums received upon each and the aggregate amount of the same. 6. Full particulars as to the Crown dues or stumpage charged or chargeable upon each license or permit issued as to whether by percentage of values or specific charges. 7. A statement in case of each license or permit issued as to whether the Government had caused a survey to be made of the same and was in possession of estimates made by its own surveyors, woodsmen or bushrangers, as to the kinds, the quantity and the quality of timber upon each area covered by such license or permit. 8. Whether in each case where a license or permit was granted, the berth was put up at public auction, after due public notice was given inviting tenders, and was sold to the highest bidder, or whether granted upon application or tender from the grantee without inviting public competition. 9. In case of application by two or more parties for the same berth, and competition between them for the purchase of the same, the name and residence of each applicant and the particulars of the tender made by each. 10. Copies of all claims, petitions, remonstrances, letters or communications made to the Government respecting such permits or licenses applied for or granted, also a copy of all maps or plans showing the location and areas of such licenses or permits. 11. A minute of all assignments of such licenses or permits recorded with the Government, with the names and residence of the assignor and the assignee and the consideration in each case paid. Presented to the House of Commons, 15th July, 1885.—*Mr. Charlton*.....*Not printed.*

53. Return to an Address of the House of Commons, dated 26th March, 1884, for copies of all documents, statements, &c., of a nature to afford the information asked for by the following questions:—Whether the Government has, by sale, grant, location or otherwise, disposed of the lands belonging to it in the county of Richelieu? If so, what are the lands; what is the extent of each lot; to whom was it disposed; what are the conditions of each such grant, location or sale; what are the prices paid in each case, and when and how were the amounts paid? Also of all documents relating to the subject matter of the said questions, and of those evidencing the said transactions. Presented to the House of Commons, 19th February, 1885.—*Mr. Amyot*—*Not printed.*

53*a*. Return to an Order of the House of Commons, dated 17th February, 1885, for a list of all the unsold Indian lands in the township of Toronto, in the county of Peel. Presented to the House of Commons, 9th March, 1885.—*Mr. Patterson (Brant)*.....*Not printed.*

53*b*. Return to an Order of the House of Commons, dated 17th February, 1885, for a statement showing all properties, islands and other lands, whether built upon or not, belonging to the Dominion Government, and situated within the limits of the county of Richelieu, the names of

the parties occupying the said properties as tenants or otherwise; the time for which such properties are leased, the annual rent and the arrears due, if any, on each such property, up to the 1st January, 1885. Presented to the House of Commons, 9th March, 1885.—*Mr. Massue*—*Not printed.*

53*c*. Return to an Order of the House of Commons, dated 23rd February, 1885, for a statement showing: 1. All sales of coal lands since 23rd April, 1883; the name and residence of each party to whom sales have been made; the number of acres sold to each; the price per acre received from each; the location of the land sold; the total number of acres sold, and the total amount received from such sales. 2. All leases of coal lands made since 23rd April, 1883; the name and residence of each lessee; the number of acres leased to each; the payments made by each; the location of each leasehold; the total number of acres leased; and the total sum derived from such leases, the considerations paid and royalties collected; and also from all other charges, if any. 3. Copies of all applications, correspondence, protests and written communications, in relation to coal lands sold or leased since 23rd April, 1883. Presented to the House of Commons, 31st March, 1885.—*Mr. Charlton*.....*Printed for Sessional Papers only.*

53*d*. Return to an Order of the House of Commons, dated 12th March, 1885, for a detailed list of all the unsold Indian lands in the township of Trafalgar, in the county of Halton. Presented to the House of Commons, 31st March, 1885.—*Mr. McCraney*.....*Not printed.*

53*e*. Return to an Order of the House of Commons, dated 18th March, 1885, for a return of all properties owned by the Government for military purposes in New Brunswick disposed of or leased, since the transfer from the Imperial Government; the parties to whom sold and at what price, and as to leased properties, to whom leased, for what period and at what rents. Presented to the House of Commons, 22nd April, 1885.—*Mr. Weldon*.....*Not printed.*

53*f*. Return to an Order of the House of Commons, dated 4th February, 1885, for a statement showing the several amounts collected by the Dominion Government for lands sold or leased; for timber, logs or staves, cordwood, telegraph poles or other product of the forest; with the names of persons making such payments, within the bounds and limits of the western part of Ontario, as determined by the decision of the Privy Council against the claim of the Dominion Government. Presented to the House of Commons, 23rd April, 1885.—*Mr. Mackenzie*—*Printed for Sessional Papers only.*

53*g*. Order in Council, of the 4th June, 1883, respecting allotment of lands of various colonization companies under the land regulations, and to accord to railway companies the privilege of purchasing land south of the 54th parallel of latitude, &c. Presented to the House of Commons, 29th April, 1885, by Sir John A. Macdonald.....*Not printed.*

53*h*. Return to an Order of the House of Commons, dated 23rd February, 1885, for a return giving copies of all regulations or orders issued by the Department of the Interior concerning the sale or management of agricultural lands, timber lands, pasture lands, mineral lands and town sites, since 26th February, 1884. Presented to the House of Commons, 5th May, 1885.—*Mr. Charlton*.....*Not printed.*

53*i*. Return to an Order of the House of Commons, dated 12th February, 1885, for copies of all correspondence and petitions of railway companies in Manitoba and the North-West, praying for grants of land, or modifications in the condition and extent of the grants of land already conceded to them; and of all Orders in Council or agreements or letters, not already brought down, affecting or in any wise relating to any railway company in Manitoba or the North-West other than the Canadian Pacific Railway Company. Presented to the House of Commons, 5th May, 1885.—*Mr. Blake*.....*Not printed.*

53*j*. Return to an Order of the House of Commons, dated 23rd February, 1885, for a return showing: 1. The names of grazing land lessees who have cattle upon their leaseholds, the number of acres in each leasehold, the date of the lease, the geographical position of the area covered by each lease, the number of the lease, the number of cattle reported on each leasehold, the date when the leasehold was first stocked with cattle, and the aggregate number of acres

covered by such leases. 2. The names of grazing land lessees who have not placed cattle upon their leaseholds; the number of acres in each leasehold; the geographical position of the area covered by each lease; the number of the lease and the aggregate number of acres covered by such leases. Presented to the House of Commons, 26th May, 1885.—*Mr. Charlton*—
Printed for Sessional Papers only.

53*k*. Return to an Address of the House of Commons, dated 11th March, 1885, for: 1. Copy of all Orders in Council or departmental orders respecting south-east ¼, section 2, township 10, range 19, west. 2. Copies of all claims made to said land, and the action of the Government thereon. 3. Copies of all petitions, papers and correspondence with the Government by one Joseph Bell and one J. E. Kavanagh, and all other persons, and all replies thereto, respecting said land. Presented to the House of Commons, 26th May, 1885.—*Mr. Cameron* (*Huron*).....*Not printed.*

53*l*. Copy of an Order in Council, under date the 4th June, 1883, respecting an area of land having been allotted to colonization companies under the land regulations, &c. Presented to the House of Commons, 12th June, 1885, by Sir Hector Langevin.....*Not printed.*

53*m*. Return to an Address of the House of Commons, dated 27th April, 1885, for copies of all Orders in Council, correspondence and papers, not already brought down, touching the surrender or definition of the claims of Canada upon any of the railway lands in British Columbia, or touching any change as to the relations of Canada and British Columbia in reference to such railway lands. Presented to the House of Commons, 14th July, 1885.—*Mr. Blake*.....*Not printed.*

54. Return to an Order of the House of Commons, dated 2nd February, 1885, for a statement showing: 1. The Christian and surnames of the present employés of the Immigration Office at Quebec, and the nature of their employment. 2. The amount of the yearly salary paid to each such employé on 31st December, 1884. 3. The amount of the yearly salary attached to the said offices on 31st December, 1877. Also all correspondence respecting the increase or non-increase of the salary of any employé of the said office between the two dates above named. Presented to the House of Commons, 20th February, 1885.—*Mr. Landry* (*Montmagny*)—
Not printed.

54*a*. Message transmitting the Report of the Royal Commission on Chinese Immigration, and the evidence taken thereon. Presented to the House of Commons, 25th February, 1885, by Hon. J. A. Chapleau.....*Printed for both Distribution and Sessional Papers.*

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54*b*. Return to an Address of the House of Commons, dated 6th February, 1885, for a copy of the commission and the names of the commissioners appointed to proceed to British Columbia to enquire into and report upon the Chinese difficulty in that country. The date of the commissioners' engagement, the salary or other allowance paid them, and the amount of travelling and other expenses up to the 1st February, 1885. Presented to the House of Commons, 13th April, 1885.—*Mr. McMullen*.....*Not printed.*

54*c*. Return to an Address of the Senate, dated 26th March, 1885, to His Excellency the Governor General, praying that he will cause to be laid before this House a detailed statement of the expenditure incurred in connection with the recent visit of the Hon. the Secretary of State to British Columbia and California. Presented to the Senate, 13th April, 1885.—*Hon. Mr. Power*.....*Not printed.*

55. Return to an Address of the House of Commons, dated 28th February, 1883, for copies of all papers and correspondence relating to the change of mail service between Durham and Walkerton; also a statement showing the cost of the old and new service, and the comparative efficiency of each. Presented to the House of Commons, 23rd February, 1885.—*Mr. Landerkin*.....*Not printed.*

55*a*. Return to an Order of the House of Commons, dated 26th March, 1884, for copies of advertisement calling for tenders for carrying mails from Kamloops to Spencer's Bridge, B.C.,

dated 13th June, 1883; also copies of tenders received for such service; also copy of contract based on such tenders, and the hours of arrival and departure of mails from both places. Presented to the House of Commons, 23rd February, 1885.—*Mr. Mackenzie*.....*Not printed.*

55*b*. Return to an Order of the House of Commons, dated 30th January, 1884, for copies of any correspondence, memorial or other documents from the Board of Trade in the city of St. John, or other parties, in relation to the conveyance of mails on the night train on the St. John and Maine Railway to St. Stephen and Woodstock; also as to the conveyance of mails over the Grand Southern Railway to St. George. Presented to the House of Commons, 23rd February, 1885.—*Mr. Gillmor*.....*Not printed.*

55*c*. Return to an Order of the House of Commons, dated 3rd March, 1884, for copies of petitions and all correspondence between the Dominion Government and any person or persons, upon the subject of a daily mail service between Port Townsend, in Washington Territory, and Victoria, in the Province of British Columbia, being substituted for the semi-weekly service at present existing. Presented to the House of Commons, 23rd February, 1885.—*Mr. Baker* (*Victoria*).....*Not printed.*

55*d*. Return to an Order of the House of Commons, dated 14th February, 1884, for copies of all petitions, correspondence, returns and papers, of any nature whatsoever, respecting the establishing of a daily mail service in the parishes of St. Giles, St. Patrick and St. Sylvester, in the county of Lotbinière. Presented to the House of Commons, 23rd February, 1885.—*Mr. Rinfret*.....*Not printed.*

55*e*. Agreement made 15th day of May, 1884, between Andrew Allan, Esq., of the city of Montreal, in the Province of Quebec, in the Dominion of Canada, shipowner, and Hon. John Carling, Postmaster-General of the said Dominion; and an Order in Council in relation thereto, respecting the conveyance of mails. Presented to the House of Commons, 24th April, 1885, by Hon. J. Carling.....*Printed for Sessional Papers only.*

55*f*. Return to an Order of the House of Commons, dated 23rd February, 1885, for a statement in detail of the annual cost in connection with the ocean mail service, for salaries, allowances of mail clerks and conductors, or railway post office clerks in charge of the British mails; also for all correspondence as to the landing of the post office bags containing the British mails outward bound from Canada at Derry, and the saving of loss of time effected thereby. Presented to the House of Commons, 7th May, 1885.—*Mr. Blake*.....*Not printed.*

55*g*. Return to an Order of the House of Commons, dated 16th February, 1885, for a Return showing the nature of the mail service on the Canada Southern Railway between Essex Centre and Amherstburg; also the annual amount paid to the Canada Southern Railway for mail service. Presented to the House of Commons, 7th May, 1885.—*Mr. Wigle*.....*Not printed.*

56. Return to an Order of the House of Commons, dated 28th March, 1884, for: 1. Copies of all correspondence and papers relating to certain charges or complaints made against J. E. Gaboury, Esquire, as postmaster of St. Césaire, and to his subsequent dismissal from the said office of postmaster. 2. A copy of the instructions given to the person who investigated the charges against said J. E. Gaboury, if any investigation took place, and a copy of the report made by such person. Presented to the House of Commons, 23rd February, 1885.—*Mr. Béchard*—*Not printed.*

57. Return to an Order of the House of Commons, dated 12th February, 1885, for a statement of the receipts of the post office at St. Stephens, N.B., for the calendar year 1884; also a statement of the value of postage stamps sold at the said office. Presented to the House of Commons, 23rd February, 1885.—*Mr. Burpee* (*Sunbury*).....*Not printed.*

57*a*. Return to an Order of the House of Commons, dated 27th April, 1885, for a Return showing the postal revenue at Victoria, B.C., from all sources, specifying the amount from each source, month by month, for the eight months included in the period 1st July, 1884, to 28th February, 1885. Presented to the House of Commons, 5th May, 1885.—*Mr. Baker* (*Victoria*)..*Not printed.*

58. Return to an Order of the House of Commons, dated 9th April, 1883, for copies of all letters, reports and other documents relating to any complaint preferred against Stephen G. Burpee, postmaster at Florenceville, N.B., since 1st January, 1879. Presented to the House of Commons, 23rd February, 1885.—*Mr. Irvine*.....*Not printed.*

59. Return to an Order of the House of Commons, dated 4th February, 1885, for a return of all sugars imported at Halifax from Jamaica from the 1st of January, 1883, to the 31st of December, 1883; also a return of all sugars from Jamaica entered for the same term at Montreal, either direct or *viâ* Halifax, giving name of vessel, number of pounds landed, value for duty of each cargo, and rate of duty per 100 lbs. of each shipment. Presented to the House of Commons, 23rd February, 1885.—*Mr. Vail*.....*Not printed.*

59*a*. Supplementary Return to an Order of the House of Commons, dated 13th March, 1885, for a Return of all sugars imported at Halifax from Jamaica, from the 1st January, 1883, to the 31st December, 1883; also a return of all sugars from Jamaica entered for the same term at Montreal, either direct or *viâ* Halifax, giving the name of vessel, number of pounds landed, value for duty of each cargo, and rate of duty per 100 lbs. of each shipment. Presented to the House of Commons, 13th March, 1885.—*Mr. Vail*.....*Not printed.*

60. Return to an Order of the House of Commons, dated 2nd February, 1885, for a Return in the form used in the statement usually published in the *Gazette*, of the exports and imports from the 1st day of July, 1883, to the 1st day of January, 1884, and from the 1st day of July, 1884 to the 1st day of January, 1885, distinguishing the products of Canada and those of other countries. Presented to the House of Commons, 23rd February, 1885.—*Sir Richard Cartwright*.....*Printed for Distribution only.*

61. The Governor General transmits to the House of Commons two approved Minutes in Council, dated respectively the 20th May, 1884, and the 23rd January, 1885, regarding the terms of the provisional settlement of the claims of the Province of Manitoba. Presented to the House of Commons, 23rd February, 1885, by Sir John A. Macdonald.—

Printed for both Distribution and Sessional Papers.

62. A detailed statement of all bonds and securities registered in the Department of the Secretary of State of Canada, under 31 Victoria, chapter 37, section 15. Presented to the House of Commons, 24th February, 1885, by Hon. J. A. Chapleau.....*Not printed.*

63. Return to an Address of the House of Commons, dated 3rd February, 1885, to His Excellency the Governor General, praying that he will cause to be laid before the House copies of all correspondence between the Federal and Ontario Governments, and the Imperial Government, on the subject of the Imperial Act 21-22 Victoria, chapter 90, known as the British Medical Act, 1858; the Imperial Act 31-32 Victoria, chapter 29, known as the British Medical Amendment Act, 1868; the Imperial Act 41-42 Victoria, chapter 33, known as the Dentists Act, 1878; and the amendments proposed to be made thereto during the present Session of the Imperial Parliament. Presented to the House of Commons, 26th February, 1885.—*Mr. Bergin*—

Printed (condensed) for both Distribution and Sessional Papers.

64. Return to an Order of the House of Commons, dated 9th February, 1885, for a Return of all reports of Government engineers respecting the construction of a harbor of refuge at Port Stanley and Port Burwell, on the north shore of Lake Erie, together with the estimated cost of each. Presented to the House of Commons, 27th February, 1885.—*Mr. Wilson*.....*Not printed.*

64*a*. Return to an Address of the House of Commons, dated 2nd March, 1885, for a copy of any memorials that may have been addressed to the Government with respect to the construction of a harbor of refuge at Port Rowan, in the Province of Ontario. Also for a copy of Richard Stevens' report made to the Department of Public Works on the same subject. Presented to the House of Commons, 8th April, 1885.—*Mr. Jackson*.....*Not printed.*

64*b*. Supplementary Return to an Order of the House of Commons, dated 9th February, 1885, for a Return of all reports of Government engineers respecting the construction of a harbor of refuge at Port Stanley and Port Burwell, on the north shore of Lake Erie, together with the estimated cost of each. Presented to the House of Commons, 8th April, 1885.—*Mr. Wilson*—

Not printed.

64*c*. Return to an Order of the House of Commons, dated 16th February, 1885, for copies of all reports and communications made to the Government by the Port Credit Harbor Company; and all memorials, petitions, reports of engineers and correspondence in reference to the condition and state of repair of the said harbor. Presented to the House of Commons, 20th July, 1885.—*Mr. Platt*.....*Not printed.*

65. Return to an Order of the House of Commons, dated 11th February, 1885, for copies of all reports and correspondence not already brought down, relating to the construction of the post office, Inland Revenue and Custom house at St. Thomas, giving the amount expended to date; also the names of all persons to whom any portion of the expenditure has been paid; together with the amount paid to each, and for what. Presented to the House of Commons, 27th February, 1885.—*Mr. Wilson*.....*Not printed.*

66. Return to an Order of the House of Commons, dated 6th February, 1885, for a copy of the report made in 1884 by the chief engineer of the Department of Public Works, on the Church Point and Trout Cove piers. Presented to the House of Commons, 26th February, 1885.—*Mr. Vail*.....*Not printed.*

67. Return to an Order of the House of Commons, dated 9th February, 1885, for copies of all correspondence, documents and reports of engineers relating to improvements of the entrance into McIsaac's Pond, Inverness, Nova Scotia. Presented to the House of Commons, 27th February, 1885.—*Mr. Cameron* (*Inverness*).....*Not printed.*

68. Return to an Order of the House of Commons, dated 17th February, 1885, for a statement of the amounts paid by the Government to Messrs. George and Andrew Holland, or any other persons, for services as official reporters of the Senate, or for the short-hand work of any kind outside of parliamentary reporting, since 1st January, 1882. Presented to the House of Commons, 16th March, 1885.—*Mr. Auger*.....*Not printed.*

69. Return to an Order of the House of Commons, dated 6th February, 1885, for a Return showing the number of dredges, tugs and dumping scows built in the United States for the Government of Canada during the years 1883 and 1884, showing where they were built, giving the contractor's name, and the price paid for the same. Presented to the House of Commons, 27th February, 1885.—*Mr. Jackson*.....*Not printed.*

69*a*. Return to an Order of the House of Commons, dated 8th April, 1885, for copies of all correspondence and contracts entered into relative to the purchases of tug-barges, dredge and machinery used on Red River; a detailed statement of the cost of the same, the time when the work of dredging was commenced and discontinned, the quantity of dredging completed and the depth of water drawn by the Government tug "Sir Hector." Presented to the House of Commons, 23rd April, 1885.—*Mr. Watson*.....*Not printed.*

70. Return to an Order of the House of Commons, dated 9th February, 1885, for copies of departmental instructions and correspondence on the subject of apportionment of sea lots to individuals desiring to place lobster traps in the open sea off the coast of Prince Edward Island. Presented to the House of Commons, 27th February, 1885.—*Mr. Blake*—

Printed for Distribution only.

71. Return to an Order of the House of Commons, dated 17th February, 1885, for a statement of the amount expended in repairing the breakwater at Tracadie, Nova Scotia, from 30th June, 1884, to 31st January, 1885, giving the names of all persons to whom any portion of the expenditure has been paid, together with the amount paid to each, and for what. Presented to the House of Commons, 2nd March, 1885.—*Mr. McIsaac*.....*Not printed.*

71*a*. Return to an Order of the House of Commons, dated 17th February, 1885, for a copy of the report made by the engineer since January, 1884, on the cost of erecting breakwaters at New Harbor and Indian Harbor, in the county of Guysboro', Nova Scotia, and also copy of report on White Haven boat canal. Presented to the House of Commons, 2nd March, 1885.—*Mr. Kirk*.....*Not printed.*

71*b*. Return to an Order of the House of Commons, dated 9th February, 1885, for copies of all tenders for the construction of breakwater at Parrsboro' lighthouse station, in the county of

Cumberland, N.S.; copies of letter from Deputy Minister of Marine and Fisheries accepting the tender of one Neil McRay, and of telegram postponing the work; also all letters objecting to the said Neil McRay as contractor and to the bondsmen offered by him, and letters tendering other names as bondsmen if required, and all other correspondence on the subject. Presented to the House of Commons, 2nd March, 1885.—*Mr. Robertson* (*Shelburne*).....*Not printed.*

71*c*. Return to Order, correspondence, reports of engineers and others, in reference to the construction of a breakwater at Salmon Point, together with lists of tenders and amount of each, and all other documents in the possession of the Government relative to the above mentioned work. Presented to the House of Commons, 23rd March, 1885.—*Mr. Platt*.....*Not printed.*

72. Return to an Order of the House of Commons, dated 12th February, 1885, for a statement for the last fiscal year of the cost connected with the heating of public buildings (including wages as well as fuel) now paid under a lump vote, such statement to show the costs under the same sub-headings as those in which it was formerly included in the Public Accounts before the change in the system. Presented to the House of Commons, 2nd March, 1885.—*Mr. Blake*.....*Printed for both Distribution and Sessional Papers.*

73. Return to an Order of the House of Commons, dated 6th February, 1885, for a statement showing the number of seizures made at each port of entry in the Dominion during the last fiscal year; also during the six months ending the 31st December last; the amount of fines exacted at each port during each of the said periods; and the manner in which the said fines were disposed of, giving the names of the officers receiving any portion thereof, and the amount received by each of such officers out of the said fund. Presented to the House of Commons, 2nd March, 1885.—*Mr. Blake*.....*Printed for Distribution only.*

73*a*. Return to an Order of the House of Commons, dated 2nd March, 1885, for a statement showing the seizures made at the port of Winnipeg by the Department of Customs or any of its officers or officials, between 1st January, 1883, and 1st January, 1885; giving the estimated value of each of such seizures, the amount of fine imposed in each case and the manner in which the said fines were disposed of, and stating, in detail, the amount paid to each officer or employé of the Government, the name of such officer or employé, and when paid, also the salary paid to each such officer or employé; the disposal made of all such goods seized, and if sold—when, for how much, and how the proceeds were disposed of. Presented to the House of Commons, 10th March, 1885.—*Mr. Paterson* (*Brant*).....*Printed for Distribution only.*

73*b*. Return to an Order of the House of Commons, dated 12th March, 1885, for a statement showing the number of seizures made at each port of entry in Nova Scotia during the last fiscal year; also during the six months ending the 31st December last; and the names of the parties from whom such seizures were made, the amount of fines exacted at each port during each of the said periods, and the manner in which the said fines were disposed of, giving the names of the officers receiving any portion thereof, and the amount received by each of such officers out of the said fund. Presented to the House of Commons, 17th April, 1885.—*Mr. Stairs*—

Not printed.

73*c*. Return to an Order of the House of Commons, dated 27th April, 1885, for a Return showing seizures made at the Port of Winnipeg by the Customs officers or officials between 1st January, 1883, and 1st January, 1885, in which deposits were forfeited or goods sold after seizure; giving the amount of each sum forfeited and the amount realized in each case in which goods were sold; and stating in detail the name of each officer to whom any portion of the money so realized was paid, and the amount in each case thus paid to the said officer; and also stating the salary paid such officer. Presented to the House of Commons, 18th July, 1885. *Mr. Paterson* (*Brant*).....*Not printed.*

74. Return to an Order of the House of Commons, dated 23rd February, 1885, for copies of all correspondence, reports, &c., in connection with the weighing and measuring of potatoes and other roots in the Province of Prince Edward Island. Presented to the House of Commons, 2nd March, 1885.—*Mr. Macdonald* (*King's*).....*Not printed.*

75. Return to an Order of the House of Commons, dated 12th February, 1885, for a Return of all claims presented for drawback on materials used for shipbuilding, for the year ending 30th

June, 1884; also for the six months ending 31st December, 1884; giving the name of the applicant, the name and tonnage of the vessel, the amount claimed and the amount paid. Presented to the House of Commons, 2nd March, 1885.—*Mr. Burpee (Sunbury)*—

Printed for Distribution only.

75*a*. Return to an Order of the House of Commons, dated 17th February, 1885, for a Return of all claims presented up to the 1st February, 1885, for drawbacks on goods manufactured for export (since the date of the last return made to that House), showing the names of all applicants, their place of business, the articles on which the drawback was claimed, and the amount of each claim, distinguishing between the claims which have been allowed and those which have been disallowed, and those under consideration and not yet decided, and giving the reason for such disallowance. Also copies of all regulations made by the Department with reference to such claims, together with a copy of one allowed claim and the sworn declaration thereto of each exporter. Presented to the House of Commons, 6th March, 1885.—*Mr. Paterson (Brant)*—

Printed for Distribution only.

76. Return to an Order of the House of Commons, dated 30th January, 1884, for copies of any correspondence, documents, contracts or agreements with the Pullman Palace Car Company, in relation to the company's cars running over the Intercolonial Railway; also any contract or agreement with express companies as to conveyance of express matter over the said railway. Presented to the House of Commons, 2nd March, 1885.—*Mr. Weldon*—

Printed for Sessional Papers only.

76*a*. Return to an Address of the House of Commons, dated 20th February, 1885, to His Excellency the Governor General, praying that he will cause to be laid before the House a copy of the Order in Council appointing Mr. L. K. Jones secretary of the Intercolonial Railway Commission, also a copy of the recommendation on which such Order in Council was based. Presented to the House of Commons, 5th March, 1885.—*Mr. Rykert*.....*Not printed.*

76*b*. Return to an Order of the House of Commons, dated 12th February, 1885, for a return of the casualties to trains on the Intercolonial Railway arising from collision, broken rails, or otherwise, for the calendar year 1884; the respective causes and dates; the amount of damages (if any), in each case, to property; the amount of compensation paid to owners of property destroyed or damaged, as well as amount of claims for loss or damage to property (if any) unsettled. Presented to the House of Commons, 5th March, 1885.—*Mr. Burpee (Sunbury)*—

Not printed.

76*c*. Return to an Order of the House of Commons, dated 23rd February, 1885, for a comparative statement of the cost of working the Intercolonial Railway for each of the years 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883 and 1884, and the number of miles operated in each year, giving for each year the cost for locomotive power, under the seven sub-headings given in the Minister's report, appendix, page 37; for car expenses, under the seven sub-headings given in the same report, same page; for maintenance, way and works, under the ten sub-headings given in the same report, page 37; for station expenses, under the three sub-headings given in the same report, same page; and for general charges, under the seven sub-headings given in the same report, page 39. Presented to the House of Commons, 9th March, 1885.—*Mr. Blake*.....*Printed for both Distribution and Sessional Papers.*

76*d*. Return to an Order of the House of Commons, dated 12th February, 1885, for a statement of the revenue and working expenses of the Intercolonial Railway, accrued for the six months of the year ending 31st December, 1884, under the several divisions, similar to Annual Statement B, Intercolonial Railway, in the Public Accounts. Presented to the House of Commons, 9th March, 1885.—*Mr. Burpee (Sunbury)*.....*Not printed.*

76*e*. Return to an Order of the House of Commons, dated 17th February, 1885, for copies of all correspondence between the Intercolonial officials or the Government and the Canada Shipping Company, or the Beaver line of steamships, with reference to the terms for through rates of freight over the Intercolonial. Presented to the House of Commons, 10th March, 1885.—*Mr. Blake*.....*Not printed.*

76*f*. Return to an Order of the House of Commons, dated 17th February, 1885, for copies of the claim of J. B. Plante, of St. Charles, Bellechasse, in relation to certain horses which he alleges

have been killed by a train of the Intercolonial Railway, and of which he demands the value; copies of the order referring the said claim to the official arbitrators, and of their enquiry, report and award; of the second reference to the said arbitrators, and of their enquiry and further report; also all documents and papers relating to the matter in question. Presented to the House of Commons, 13th March, 1885.—*Mr. Landry* (*Montmagny*).....*Not printed.*

76*g*. Return to an Order of the House of Commons, dated 12th February, 1885, for a return showing the quantity of rolling stock purchased for the Intercolonial Railway during the six months of the year ending 31st December, 1884, giving each kind of rolling stock, and whether purchased under contract or otherwise, the parties from whom bought, and the cost of each kind; also a statement showing what has been built during the year in the Government workshops, giving each kind. Presented to the House of Commons, 23rd March, 1885.—*Mr. Burpee* (*Sunbury*).....*Not printed.*

76*h*. Return to an Address of the House of Commons, dated 12th February, 1885, for copies of all Orders in Council, instructions to and correspondence with the commissioners under the commission issued in connection with the claims arising out of the construction of the Intercolonial Railway, and a statement of the matters referred to them, and of the moneys paid to them and to the secretary, and of the number of days during which the commissioners sat, all subsequent to the period covered by the return to the Address of last Session. Presented to the House of Commons, 31st March, 1885.—*Mr. Burpee* (*Sunbury*).....*Not printed.*

76*i*. Return to an Address of the House of Commons, dated 27th April, 1885, for copies of all memorials or correspondence presented to or sent the Government by the mayors or city councils of the cities of St. John and Portland, relating to the interruption of traffic between these cities by the railway crossing on Mill Street, and for the erection of a bridge across the said street. Presented to the House of Commons, 9th June, 1885.—*Mr. Weldon*....*Not printed.*

76*j*. Return to an Order of the House of Commons, dated 27th April, 1885, for all papers, documents and correspondence respecting the claim of John D. Robertson for compensation for taking his factory, premises and land for the Intercolonial Railway, last May, at St. John; the report of Alexander Christie, as appraiser; the report of C. W. Fairweather, and others, as valuators, and the evidence taken before Mr. Compton, or any other arbitrator before whom the claim was heard. Presented to the House of Commons, 9th June, 1885.—*Mr. Mills*—

Not printed.

76*k*. Return to an Order of the House of Commons, dated 27th April, 1885, for a Return of the freight earnings of the Intercolonial Railway for the year ending 30th June, 1884, similar to the descriptive statement of the freight earnings of the Prince Edward Island Railway, to be found on page 84 of the report of the Minister of Railways, with the addition of such other articles of freight not contained in said descriptive statement as were carried on the Intercolonial Railway. Also a comparative statement of the operation of the Intercolonial Railway for said year, showing: 1. Passenger earnings per mile of road in operation. 2. Freight earnings per mile of road in operation. 3. Gross earnings per mile of road in operation. 4. Net traffic earnings per mile of road in operation. 5. Percentage of expenses to earnings. 6. Passenger earnings per passenger train per mile. 7. Freight earnings per freight train per mile. 8. Earnings per passenger per mile. 9. Earnings per ton per mile. 10. Average distance per passenger. 11. Average distance per ton. Presented to the House of Commons, 11th June, 1885.—*Mr. Davies*.....*Not printed.*

76*l*. Return to an Order of the House of Commons, dated 12th March, 1885, for a Return of all contracts made by the Government for the erection of wire fences on the line of the Intercolonial Railway and the names of the contractors and the number of miles put under contract. Presented to the House of Commons, 11th June, 1885.—*Mr. Weldon*.....*Not printed.*

76*m*. Return to an Order of the House of Commons, dated 24th February, 1885, for a statement of all free passes over the Intercolonial Railway issued to persons not actually employed as officers or workmen on this road during the year 1884, distinguishing between annual passes, passes for a more limited period, and single or return trip; with the names of the persons to whom, the dates when, and the occasion for which the same was issued. Presented to the House of Commons, 14th July, 1885.—*Mr. Gillmor*.....*Not printed.*

76*n*. Return to an Order of the House of Commons, dated 11th March, 1885, for a Return showing: The number of free passes or reduced fare tickets granted to parties to travel on or over the Intercolonial Railway from the 1st January, 1884, to the 1st February, 1885; the names of the parties to whom granted; the date of issue; the length of time to remain in force, and, in case of a reduced fare, the reduction made. Presented to the House of Commons, 15th July, 1885.—*Mr. McMullen* ..... *Not printed.*

77. Return to an Address of the House of Commons, dated 24th February, 1885, to His Excellency the Governor General, praying that he will cause to be laid before the House a copy of the judgment of the Supreme Court in the case of the Queen against Robinson, so far as relates to the rights of the Provincial Governments to control the inland fisheries of the Dominion; and also for copies of all correspondence between the Government of the Dominion and that of the Province of Ontario in relation thereto. Presented to the House of Commons, 2nd March, 1885.—*Mr. O'Brien* ..... *Not printed.*

77*a*. Return to an Address of the House of Commons, dated 23rd February, 1885, for a Return: 1. Of all contested cases judged upon the merits in the Supreme Court of Canada, during the twelve months ending 1st February instant. 2. Of the dates of final arguments. 3. Of the dates of final judgment. 4. Of the divisions, when such have been, among the judges at the rendering of the final judgments. Presented to the House of Commons, 9th March, 1885.—*Mr. Curran* ..... *Not printed.*

77*b*. General Rule, No. 265, of the Exchequer Court of Canada, pursuant to section 79 of the Supreme and Exchequer Court Act. Presented to the House of Commons, 10th April, 1885, by Hon. J. Costigan ..... *Not printed.*

77*c*. Return to an Order of the House of Commons, dated 12th March, 1885, for copies of all judgments rendered by the Supreme Court, from the period when it was first established up to this date, reversing decisions of the Court of Queen's Bench of the Province of Quebec, with a succinct summary of the reasons given by the judges. Presented to the House of Commons, 17th July, 1885.—*Mr. Landry (Montmagny)* ..... *Not printed.*

78. Return to an Order of the House of Commons, dated 17th February, 1885, for a Return showing all sums of money paid and the dates of payment to A. F. Wood and J. A. Wilkinson, or either of them, from the first day of January, 1879, to the first day of January, 1885; the work done or services rendered as valuators or otherwise during each year, showing the number of days, weeks or months employed and the number of valuations made on the Murray Canal; the amount paid to the several parties on the recommendation or joint recommendations of them or either of them; the length of time the claims had been in existence; the amount claimed and the dates of payment, and the amount paid and the travelling and all other expenses connected therewith and paid to the said Wood and Wilkinson, or either of them, or to any other person or persons on their or either of their accounts. Presented to the House of Commons, 2nd March, 1885.—*Mr. McMullen* ..... *Not printed.*

79. Return to an Address of the House of Commons, dated 23rd February, 1885, to His Excellency the Governor General, praying that he will cause to be laid before the House copies of all Orders in Council, leases, correspondence and other documents in possession of the Government in reference to the leasing of the piece of property in the city of Kingston known as the Tête du Pont Barracks. Presented to the House of Commons, 2nd March, 1885.—*Mr. Platt*— *Not printed.*

80. Return to an Order of the House of Commons, dated 2nd February, 1885, for copies of all documents, correspondence and contracts between the Government or its officers and the several parties tendering for the supplying of wood to the lightship at the Lower Traverse, for the years 1883 and 1884. Presented to the House of Commons, 4th March, 1885.—*Mr. Casgrain* ..... *Not printed.*

81. Return to an Order of the House of Commons, dated 12th February, 1885, for a statement showing the names and places of residence of all militiamen of 1812 who received their pension during the last fiscal year, and the amount paid to each of them. Presented to the House of Commons, 5th March, 1885.—*Mr. Bourassa* ..... *Printed for Sessional Papers only.*

81*a*. Return to an Order of the House of Commons, dated 12th February, 1885, for a copy of the charges against Lieut.-Colonel O'Malley, of the 25th Battalion, Ontario; date of O'Malley's suspension; date of the court of enquiry into the charges; also a copy of the evidence taken before said court of enquiry, together with the report of said court to the Major-General commanding the militia; also copy of report of the Major-General commanding the militia in reference to the charges against Lieut.-Colonel O'Malley, 25th Battalion Presented to the House of Commons, 12th March, 1885.—*Mr. Wilson*.....*Not printed.*

81*b*. Return to an Order of the House of Commons, dated 2nd March, 1885, for a Return showing the number of officers, non-commissioned officers and men comprising "A," "B" "C" Batteries, the Cavalry and Infantry Schools; also the pay and allowances of the commissioned officers of said batteries and schools, with their rank and names, and distinguishing such of said commissioned officers as are graduates of the Royal Military College, the date of appointment of all said officers to the schools and of their commissions in the militia, as well as showing their qualifications and the Provinces from which they come; also return showing the expenditure on account of "A," "B" "C" Batteries, the Cavalry and Infantry Schools, from the 1st July, 1884, to 1st January, 1885, distinguishing the disbursements on account of pay and allowances, and the names of the parties to whom payments were made. Presented to the House of Commons, 13th March, 1885.—*Mr. Lister*.....*Not printed.*

81*c*. Return (in part) to an Order of the House of Commons, dated 2nd March, 1885, for a return showing: 1. Number and names of the students having passed or graduated from the Royal Military College, Kingston, in each year to date. 2. Total number of marks received by each, together with the total number possible to be obtained in each year, respectively, and the percentage of such total obtained by each pupil. 3. Number and names of those cadets who, after passing through said college, are now employed in the service of the Dominion, together with statement of the position occupied by each. 4. Number and names of cadets who have been offered employment in the service of the Dominion, and have declined the offer, together with statement of the position offered and declined by each respectively. Presented to the House of Commons, 16th March, 1885.—*Mr. Blake*—

Printed for both Distribution and Sessional Papers.

81*d*. Return to an Order of the House of Commons, dated 5th February, 1885, for a return of all rifle associations in the Dominion, their headquarters, the annual grant to each, with the names of the members of each of such associations. Presented to the House of Commons, 20th March, 1885.—*Mr. Bergin*.....*Not printed.*

81*e*. Supplementary Return to an Order of the House of Commons, dated 2nd March, 1885, for a Return showing: 1. Number and names of the students having passed or graduated from the Royal Military College, Kingston, in each year to date. 2. Total number of marks received by each, together with the total number possible to be obtained in each year, respectively, and the percentage of such total obtained by each pupil. 3. Number and names of those cadets who, after passing through said college, are now employed in the service of the Dominion, together with statement of the positions occupied by each. 4. Number and names of cadets who have been offered employment in the service of the Dominion, and have declined the offer, together with statement of the position offered and declined by each, respectively. Presented to the House of Commons, 27th April, 1885.—*Mr. Blake*.....*Not printed.*

81*f*. Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, dated the 8th July, 1885, on a memorandum of the 30th June, 1885, from the Minister of Militia and Defence, submitting certain regulations relating to gratuities and pensions to be granted under the provisions of section 68 of the Consolidated Militia Act of 1883, to officers and men of the active militia who have been or may be killed or wounded on actual service after the 20th day of March, 1885, or who have died since that date, or may die hereafter, from illness or injuries contracted on actual service. Presented to the House of Commons, 10th July, 1885, by Hon. J. P. R. A. Caron—

Printed for both Distribution and Sessional Papers.

82. Return to an Address of the House of Commons, dated 22nd February, 1885, for copies of the petition of J. Hickson, Esq., and others, relative to the continuation of the pension of the late

John Martin to his widow, and all papers in connection therewith. Presented to the House of Commons, 5th March, 1885.—*Mr. Curran*.....*Not printed.*

83. Return to an Address of the House of Commons, for copies of all Orders in Council, memorials and representations, on the subject of the bounty on manufactures of iron, not already brought down, together with all letters, accounts and vouchers in respect of claims made for such bounty; and statement in detail of all sums paid or allowed in respect thereof. Presented to the House of Commons, 6th March, 1885.—*Mr. Blake*.....*Printed for Sessional Papers only.*

84. Return to an Order of the House of Commons, dated 12th February, 1885, for copies of all papers and correspondence between the Government and D. J. Hughes, county judge of Elgin, or any other person or persons, relating to charges preferred by certain petitioners of said county, asking for a commission of enquiry into the official conduct of the said judge. Presented to the House of Commons, 6th March, 1885.—*Mr. Wilson*.....*Not printed.*

85. Return to an Order of the House of Commons, dated 17th February, 1885, for a Return of all certificates for liquor sold under section 99, clause 4, second part of the Canada Temperance Act of 1878, by the physicians of the several counties now under the said Act in Nova Scotia, giving the names of each physician and the names of the persons to whom certificates were granted, and the quantity supplied in each case, from 1st January, 1884, to 1st January, 1885. Presented to the House of Commons, 6th March, 1885.—*Mr. Kirk*.....*Not printed.*

85*a*. Return to an Address of the House of Commons, dated 5th February, 1885, for: 1. A copy of the Order in Council respecting the submission to the Supreme Court of the case agreed on between the Government of Canada and the Government of each of the Provinces under the Liquor License Act of 1883, and the Act to amend the Liquor License Act of 1883, as to the competency of Parliament to pass the said Acts in whole or in part. 2. A copy of the said case of the factum of the Government of Canada and of the factum of each of the said Provinces, the arguments of counsel in such case and the notes of the shorthand reporter taken during such argument. 3. A copy of the report of said court in said case. 4. All correspondence between the Government of Canada and the Government of each of said Provinces touching said case, and the submission thereof, and the report thereon; and all correspondence between said Governments before and since said report, respecting the same and the matters in dispute and so referred. Presented to the House of Commons, 11th March, 1885.—*Mr. Cameron* (*Huron*) .....*Printed for Sessional Papers only.*

85*b*. Return (*in part*) to an Order of the House of Commons, dated 16th February, 1885, for a statement from the records of all the votings held in various counties and cities under the provisions of the Canada Temperance Act, 1878, showing by electoral districts and the various sub-divisions thereof, the total number of names on the electoral lists, the number of votes polled for the adoption of the Act, and the number of votes polled against the adoption of the Act, with the number of the population of each such electoral district at the time of the taking of the census next preceding the vote in such electoral district. Presented to the House of Commons, 11th March, 1885.—*Mr. Fisher*.....*Not printed.*

85*c*. Return to an Address of the House of Commons, dated 2nd March, 1885, for all correspondence between this Government and the Local Government of the Province of Quebec about the working of the License Act. Presented to the House of Commons, 13th March, 1885.—*Mr. Bergeron* .....*Not printed.*

85*d*. Return to an Address of the House of Commons, dated 2nd March, 1885, for: 1. The amount of revenue derived from the importation of wines, spirits, ale, beer, porter, cordials and other liquors, during the last fiscal year. 2. The amount of revenue derived from the manufacture of the same for the same period. Presented to the House of Commons, 13th March, 1885.—*Mr. Bergin*.....*Not printed.*

85*e*. Return to an Order of the House of Commons, dated 9th February, 1885, for a Return of all certificates for liquor under section ninety-nine, clause four, second part of the Canada Temperance Act of 1878, by the physicians of the county of Halton; giving the name of each physician and the name of each person to whom certificates were granted from the first of May, 1884, to the first of February, 1885. Presented to the House of Commons, 18th March, 1885.—*Mr. McCraney*.....*Not printed.*

85*f*. Return to an Order of the House of Commons, dated 16th February, 1885, for a statement from the records of all the voting held in various counties and cities under the provisions of the Canada Temperance Act, 1878, showing by electoral districts and the various sub-divisions thereof the total number of names on the electoral lists, the number of votes polled for the adoption of the Act, and the number of votes polled against the adoption of the Act, with the number of the population of each such electoral district at the time of the taking of the census next preceding the vote in such electoral district. Presented to the House of Commons, 23rd March, 1885.—*Mr. Fisher*.....*Not printed.*

85*g*. Return to an Address of the Senate, dated 20th February, 1885, for a return of the amounts of revenue received from duties or excise on wine, beer and spirits, for the year ending 31st December, 1884. Presented to the Senate, 13th March, 1885.—*Hon. Mr. Plumb*....*Not printed.*

85*h*. Return to an Address of the House of Commons, dated 27th April, 1885, for copies of all correspondence between Charles H. Lugrin and the Secretary of State, in reference to an appeal to the Supreme Court of Canada to test the constitutionality of the Canada Temperance Act, between the dates of 31st May, 1879, and 31st May, 1884. Presented to the House of Commons, 5th May, 1885.—*Mr. Burpee* (*Sunbury*).....*Not printed.*

85*i*. Return to an Order of the House of Commons, dated 5th February, 1885, for a Return showing the number of persons who applied in the year 1884 for licenses under the Liquor License Act of 1883; the total number of licenses granted in Canada, the total number in each province and in each electoral district; the total number refused a license and the reason for refusal; the total number in each province who paid part of the fee but did not take out a license; the total amount received by the Government for such licenses in Canada, in each province of Canada, and also in each electoral division; together with a statement showing what salary was paid the commissioners, inspectors and sub-inspectors under the Act, and giving the names and addresses of said commissioners, inspectors and sub-inspectors in every electoral district of Canada. Presented to the House of Commons, 23rd June, 1885.—*Mr. Landerkin*—*Not printed.*

85*j*. Return to an Order of the House of Commons, dated 5th February, 1885, for a Return showing the names and residences of all officials appointed by the Government or the Board of License Commissioners under the Liquor License Act of 1883, and amending Act; the salary, fees and emoluments paid to each, and the aggregate costs incurred up to 1st January, 1885, under the said Act, and for carrying out and enforcing the same. 2. A statement of the name and residence of each person who obtained a license under the said Act, as well as under any local law. 3. A statement of all sums received by the Government or any persons appointed under the said Acts, up to 1st January, 1885, as license fees or otherwise, and the name and residence of the person from whom received, and the disposal made by the Government or the officials of the Government of such sums. 4. A full and detailed statement of all costs, charges and expenses paid by the Government up to 1st January, 1885, under the said Acts or in connection therewith, or arising therefrom for the purpose of carrying said Acts into effect and enforcing the same and testing the constitutionality of the said Acts. Presented to the House of Commons, 23rd June, 1885.—*Mr. Cameron* (*Huron*).....*Not printed.*

85*k*. Return to an Order of the House of Commons, dated 12th February, 1885, for a copy of all correspondence had with the Government, or any member thereof, in relation to any proposed alteration or relaxation of the provisions of the present Prohibitory Liquor Law of the North-West Territories. Presented to the House of Commons, 15th July, 1885.—*Mr. Foster*—*Printed for Sessional Papers only.*

86. Return to an Address of the House of Commons, dated 6th February, 1885, for: 1. A statement showing all tolls of the Northern Railway Company of Canada, the Hamilton and North-Western Railway Company, and the Northern and Pacific Junction Railway Company, respectively. 2. Copies of the respective by-laws of such companies fixing and regulating such tolls. 3. Copies of any Orders in Council approving of any of such tolls. Presented to the House of Commons, 9th March, 1885.—*Mr. Mulock*.....*Not printed.*

87. Return to an Order of the House of Commons, dated 17th February, 1885, for a Return showing the number of islands leased in the river St. Lawrence, the names of such islands, the party or

parties to whom leased, and the yearly rental payable for each of the said islands respectively. Presented to the House of Commons, 11th March, 1885.—*Mr. Wood (Brockville)*....*Not printed.*

88. Return to an Order of the House of Commons, dated 23rd February, 1885, for copies of all correspondence relative to the proposal to have the waters of the Muskoka lakes connected with the proposed Trent Valley Canal system by the construction of a short canal from Gravenhurst Bay to the waters of the Severn River. Presented to the House of Commons, 11th March, 1885.—*Mr. Cockburn*.....*Not printed.*

89. Return to an Order of the House of Commons, dated 16th February, 1885, for a statement of the various amounts of money paid by the Government of Canada, or any of the public departments, since 1882, to Henry J. Morgan, for services of any kind, or for copies of a certain book, called the "Annual Register;" together with copies of the certificate of each public official to whom such books have been delivered. Presented to the House of Commons, 11th March, 1885.—*Mr. McCraney*.....*Not printed.*

89*a*. Return to an Order of the House of Commons, dated 27th April, 1885, for a statement of all payments during 1882-83 and 1883-84 for the *Dominion Annual Register* to anyone except H. J. Morgan, with the names of the persons who received the money, and a statement of the manner in which the number of books were distributed. Presented to the House of Commons, 19th May, 1885.—*Mr. McCraney*.....*Not printed.*

90. Report of Progress of the Geological and Natural History Survey and Museum of Canada, containing reports and maps of investigation and surveys, for 1882-83 and 1884. Presented to the House of Commons, 11th March, 1885, by Sir John A. Macdonald—

Not re-printed for Sessional Papers.

91. The Annual Report of the Life Association of Canada, for year ending 31st December, 1883. Presented to the House of Commons, 20th March, 1885.....*Not printed.*

92. A statement of affairs and list of shareholders of the British Canadian Loan and Investment Company, on the 31st December, 1884. Presented to the House of Commons, 20th March, 1885, by Sir Leonard Tilley.....*Not printed.*

93. Return to an Order of the House of Commons, dated 17th February, 1885, for copies of all papers connected with the sale of the Dundas and Waterloo Macadamized Road by the Government on the 15th day of March, 1884, including previous applications by any municipality or private parties for the purchase or other acquisition of the road, the conditions under which the road was offered for sale; statement, in detail, of the expenses incurred in connection with the sale, to whom sold, the amount realized and the amount and dates of the payments made by the purchaser, and the balance, if any, remaining unpaid at the date of this Order. Presented to the House of Commons, 12th March, 1885.—*Mr. Paterson (Brant)*—

Not printed.

94. Return to an Order of the House of Commons, dated 23rd February, 1885, for a statement showing in the case of each election which has taken place since the general election of 1878: 1. The date of certificate of the judge or court showing the election was void, or of the communication from members that there was a vacancy, or of the member's warrant to the Clerk of the Crown in Chancery, or of any other instrument under which primary action was taken towards a new election, specifying in each case the nature of the instrument. 2. Date of receipt by the Speaker or Clerk, as the case may be, of above instrument. 3. Date of the issue of Speaker's warrant to the Clerk of the Crown in Chancery to make out a new writ. 4. Date of the receipt of the Speaker's warrant by the Clerk of the Crown in Chancery. 5. Date of the issue of new writ by the Clerk of the Crown in Chancery. 6. Date of despatch of new writ to Returning Officer. 7. Dates named in new writ for nomination and polling respectively. 8. Dates on which nomination and polling took place. 9. Date of return. 10. Date of receipt of return by Clerk of the Crown in Chancery. Presented to the House of Commons, 18th March, 1885.—*Mr. Blake*.....*Not printed.*

94*a*. Return (*in part*) to an Order of the House of Commons, dated 23rd February, 1885, for a statement respecting each election which has taken place since the general election of 1878; dated 20th March, 1885. Presented to the House of Commons, 20th March, 1885.—*Mr. Blake*—

Not Printed.

95. Return to an Order of the House of Commons, dated 2nd March, 1885, for: 1. Copies of the petition praying for the deepening of Bras St. Nicholas, in the county of Montmagny. 2. Statement of the amount expended in the said work, the names of the persons to whom the same was paid, the work for which such sum was paid, the date of payment, and the report, estimate or account upon which each payment was made. 3. Statement of the amount paid to Jules Bélanger in connection with the said work. Presented to the House of Commons, 13th March, 1885.—*Mr. Laurier*.....*Not printed.*

96. Return to an Order of the House of Commons, dated 6th February, 1885, for copies of all correspondence, leases, agreements and statements of payments for rent or taxes, or allowances to any Government employé for the same, for a building occupied by the engineer or assistant engineers of the Trent Valley Canal on part of lot 2 west of Colborne Street and north of Frances Street, in the village of Fenelon Falls, Ontario. Presented to the House of Commons, 13th March, 1885.—*Mr. Cockburn*.....*Not printed.*

96*a*. Return to an Address of the House of Commons, dated 17th February, 1885, for copies of all correspondence, reports to Council, Orders in Council, reports of engineers on the ground, engineers in charge, and of the chief engineer, plans and estimates of cost, in connection with the proposed Trent Valley Canal. Presented to the House of Commons, 8th May, 1885.—*Mr. Blake*.....*Printed for Sessional Papers only.*

96*b*. Return to an Address of the House of Commons, dated 30th March, 1885, for copies of all advertisements, tenders, contracts, specifications, Orders in Council, correspondence and other papers in connection with George Goodwin's contracts in respect to the Trent Valley Canal navigation, including all accounts and letters with reference to claims for extras on such contracts. Presented to the House of Commons, 8th May, 1885.—*Mr. Blake*...*Not printed.*

97. Return to an Order of the House of Commons, dated 17th February, 1885, for a statement of subsidies in cash and subventions, of whatever kind, on railways in the Province of Nova Scotia, including the island of Cape Breton, chargeable to capital account, since the date of Confederation, whether in aid of construction or acquiring of said railways, and the number of miles located in each county. Presented to the House of Commons, 13th March, 1885.—*Mr. McDougall* (*Cape Breton*).....*Not printed.*

97*a*. Return to an Address of the House of Commons, dated 6th February, 1885, for copies of all Orders in Council, reports, correspondence and papers respecting the grant or payment of any subsidies to railways other than the Canadian Pacific Railway, not already brought down; and statements, in detail, of all such payments to date. Presented to the House of Commons, 31st March, 1885.—*Mr. Blake*.....*Printed for Sessional Papers only.*

97*b*. Orders in Council recommending the grant of Dominion lands to the Alberta and Athabasca Railway Company, to the Manitoba South-Western Colonization Railway Company, to the Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company, and to the Manitoba and North-Western Railway Company. Presented to the House of Commons, 15th April, 1885, by Hon. J. H. Pope.....*Not printed.*

97*c*. Papers, correspondence, etc., relative to grants of Dominion lands to the following railways:—Manitoba South-Western Railway Company, Manitoba North-Western Railway Company, Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company, Winnipeg and Hudson Bay Railway and Steamship Company, North-Western Coal and Navigation Company, North-West Central Railway Company, Qu'Appelle and Wood Mountain Railway Company, and the Portage, Westbourne and North-Western Railway Company. Presented to the House of Commons, 22nd April, 1885, by Hon. J. H. Pope.....*Not printed.*

97*d*. Copy of an Order in Council, under date the 6th May, 1885, respecting the Manitoba and North-Western Railway Company. Presented to the House of Commons, 15th June, 1885, by Sir Hector Langevin.....*Not printed.*

98. Return to an Order of the House of Commons, dated 2nd March, 1885, for a statement showing the earnings and working expenses of the Eastern Extension Railway, from New Glasgow to Port Mulgrave, Nova Scotia, for each month of the calendar year 1884, respectively. Presented to the House of Commons, 13th March, 1885.—*Mr. Cameron* (*Inverness*).....*Not printed.*

99. Return to an Address of the House of Commons, dated 17th February, 1885, for copies of all petitions, letters and other correspondence between the Government and any other parties, relating to the payment of wages due the laborers employed on the construction of the Cape Traverse Branch of the Prince Edward Island Railway. Presented to the House of Commons, 13th March, 1885.—*Mr. Hackett*.....*Not printed.*

99*a*. Return to an Address of the Senate, dated 20th March, 1885, showing, in detail, the total cost of the Cape Traverse Branch Railway; including the sums paid to engineers and for superintending its construction, the rolling stock, stations and other buildings. Presented to the Senate, 20th April, 1885.—*Hon. Mr. Botsford*.....*Not printed.*

100. Return to an Address of the House of Commons, dated 2nd March, 1885, for copies of all correspondence between the Government of British Columbia or any other person and the Dominion Government, in reference to the troubles among the Indians at Metlakatla, in the year 1884; also all correspondence, including the Order of Council, referring to or recommending the commutation of the sentence passed by the court in British Columbia upon the murderer of Mrs. Yeomans. Presented to the House of Commons, 18th March, 1885.—*Mr. Shakespeare and Mr. Gordon's amendment*.....*Not printed.*

100*a*. Return to an Order of the House of Commons, dated 12th March, 1885, for: 1. Copy of form of tender for Indian supplies in the North-West for the year 1884. 2. Copies of all tenders received by the Government for such supplies in 1884. 3. The action or decision of the Government on such tenders, and the reasons therefor. 4. Copies of all contracts made by the Government with parties whose tenders have been accepted. 5. All correspondence with the Government respecting all tenders and contracts. Presented to the House of Commons, 29th April, 1885.—*Mr. Paterson* (*Brant*).....*Printed for Sessional Papers only.*

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101. Return to an Order of the House of Commons, dated 2nd March, 1885, for a Return of all fish taken in the bay and river of Miramichi and its branches for the year ending 1st February, 1885, defining the separate quantities of each kind by weight, the places to which they were exported, and the route of transport in each case, and the average price received for each kind of fish; together with an estimate, in detail, of the several kinds of fish taken in that time. Presented to the House of Commons, 20th March, 1885.—*Mr. Macmillan* (*Middlesex*)—
Not printed.

101*a*. Return to an Address of the House of Commons, dated 6th February, 1885, for copies of all minutes of Council, reports to Council, and of correspondence between the Canadian Government and the British Government, or any of its officers or members, not already laid before Parliament, relating to the so-called fishery question, from the 1st of July, 1867, up to the time of the signing of the Washington Treaty. Presented to the House of Commons, 22nd April, 1885.—*Mr. Mulock*.....*Printed for Sessional Papers only.*

101*b*. Return to an Order of the House of Commons, dated 12th March, 1885, for copies of all documents, plans and reports furnished to the Department of Marine and Fisheries by J. U. Gregory, in relation to the porpoise fishery of Ste. Ann la Pocatière. Presented to the House of Commons, 28th May, 1885.—*Mr. Blondeau*.....*Not printed.*

101*c*. Return to an Order of the House of Commons, dated 27th April, 1885, for a statement of amounts paid in bounty in the years 1883 and 1884 on fish caught in Bras d'Or Lakes, in the counties of Cape Breton, Inverness, Richmond and Victoria, and number of boats drawing such bounty in each county. Presented to the House of Commons, 28th May, 1885.—*Mr. McDougall* (*Cape Breton*).....*Not printed.*

101*d*. Return to an Order of the House of Commons, dated 12th March, 1885, for a return of all leases or licenses issued by the Department of Marine and Fisheries to fish on non-tidal waters in the Province of New Brunswick; the names of the lessees or licensees, and the respective territories and streams leased or licensed, and the respective amounts of rent paid by each lessee or licensee annually. Presented to the House of Commons, 28th May, 1885.—*Mr. Weldon*.....*Not printed.*

101*e*. Return to an Order of the House of Commons, dated 12th March, 1885, for copies of the report of Mr. Jules Gauvreau, fishery overseer, and all details relating thereto, for the year 1884. Presented to the House of Commons, 28th May, 1885.—*Mr. Blondeau*.....*Not printed.*

101*f*. Return to an Order of the House of Commons, dated 12th March, 1885, for copies of the report of the enquiry made by J. U. Gregory against Mr. Clovis Caron, fishery overseer, and of all documents relating thereto. Presented to the House of Commons, 28th May, 1885.—*Mr. Blondeau*.....*Not printed.*

101*g*. Return to an Order of the House of Commons, dated 12th March, 1885, for copies of the report of Mr. Clovis Caron, fishery overseer, and all details therewith connected, for the year 1884. Presented to the House of Commons, 28th May, 1885—*Mr. Blondeau*.....*Not printed.*

101*h*. Return to an Address of the House of Commons, dated 27th April, 1885, for copies of all correspondence, Orders in Council, reports and other papers in connection with the removal of Mr. J. E. Starr, of Port Williams, Nova Scotia, from the office of fishery overseer, and the appointment of his successor; and a statement of the distance between the residence of Mr. Starr and that of his successor, and of the length of the coast line of King's County, N.S. Presented to the House of Commons, 5th June, 1885.—*Mr. Blake*.....*Not printed.*

101*i*. Message from His Excellency the Governor General, transmitting to the House of Commons copies of despatches, correspondence and papers having reference to the negotiations at Washington with respect to the termination of the fishery clauses of the Treaty of Washington during the year 1884 and to the present date in 1885. Presented to the House of Commons, 9th July, 1885, by Sir John A. Macdonald.....*Printed for Sessional Papers only.*

102. Return to an Address of the House of Commons, dated 2nd March, 1884, for copies of all correspondence, reports, Orders in Council, statements of accounts and other documents in the possession of the Government relating to the claim of the Government against the Allan Steamship Company for services rendered by the steamer "Newfield," in 1881, with a statement of the Government claim and the amount received in liquidation thereof. Presented to the House of Commons, 20th March, 1885.—*Mr. Forbes*.....*Not printed.*

103. Return to an Order of the House of Commons, dated 2nd February, 1885, for copies of the complaint, correspondence, documents and reports, relating to the enquiry respecting Captain Alphonse Miville DeChêne about the year 1879, at St. Roch des Aulnets. Presented to the House of Commons, 20th March, 1885.—*Mr. Casgrain*.....*Not printed.*

104. General statements and returns of baptisms, marriages and burials for certain districts of the Province of Quebec, for the year 1884. Presented to the House of Commons, 20th March, 1885, by Hon. J. H. Pope.....*Not printed.*

105. Return to an Order of the House of Commons, dated 2nd March, 1885, for a statement of the quantity and value of coal purchased in 1883 and 1884 for the use of the public buildings at Ottawa, including Rideau Hall, showing from whom purchased, the price paid per ton, the kind of coal, and where produced. Presented to the House of Commons, 23rd March, 1885.—*Mr. Kirk*.....*Not printed.*

105*a*. Return to an Order of the House of Commons, dated 12th March, 1885, for a Return of all animal charcoal imported into the Dominion, whether as fertilizers or for manufacturing purposes, the value of each kind, and the duties collected thereon at the respective ports of the Dominion, for the last fiscal year ending 30th June, 1884. Presented to the House of Commons, 27th April, 1885—*Mr. Stairs*.....*Not printed.*

105*b*. Return to an Order of the House of Commons, dated 12th March, 1885, for copies of all notices asking for tenders for supplying the fog-whistles and lighthouses in the Bay of Fundy and on the south shore of Nova Scotia with coal; copies of tenders submitted, names of party or parties whose tenders were accepted; copies of all vouchers, bills of lading and receipts upon which moneys were paid, and all other information in the Department in reference to this service. Presented to the House of Commons, 27th April, 1885.—*Mr. Robertson* (*Shelburne*)—*Not printed.*

105*c*. Return to an Order of the House of Commons, dated 12th February, 1885, for a return giving a full statement of all coal entered ex-warehouse, free for exportation, during the year ending 30th June, 1884, showing the quantity so entered at each port; the names of persons having entered; the quantities ex-warehoused by each person, and, if exported, the name of the vessel or railroad by which exported; the place to which exported, and copies of all the cancelling certificates, showing that such coal had been landed in the ports to which exported. Presented to the House of Commons, 7th May, 1885.—*Mr. Burpee* (*Sunbury*).....*Not printed.*

105*d*. Return to an Order of the House of Commons, dated 12th March, 1885, for a return of the quantity of coal carried from the Spring Hill Coal Mines by the Intercolonial Railway from 1st January, 1884, to 31st December, 1884, showing the distance carried, the several places where delivered, and the rate per ton or per car for the carriage thereof from the mines to the several points of delivery. Presented to the House of Commons, 14th July, 1885.—*Mr. McMullen* .....*Not printed.*

106. Return to an Order of the House of Commons, dated 24th February, 1885, for copies of all correspondence exchanged between the Department of Public Works and any person whomsoever, in relation to the construction of a wharf at Pointe aux Trembles, in the county of Portneuf. Presented to the House of Commons, 23rd March, 1885.—*Mr. De St. Georges*—*Not printed.*

106*a*. Return to an Order of the House of Commons, dated 12th March, 1885, for a return of the wharfage collected at the Digby Pier from the 1st January, 1884, to the 31st of December, 1884. Also a return of the wharfage collected at the Metaghan River Pier, in the county of Digby, for the same period. Presented to the House of Commons, 16th April, 1885.—*Mr. Vail*—*Not printed.*

107. Return to an Order of the House of Commons, dated 23rd February, 1885, for copies of correspondence, petitions, reports of engineers, lighthouse inspectors and others, in reference to change in dimensions of location of the lighthouses known as "Range Lights," at Weller's Bay, Ontario. Presented to the House of Commons, 23rd March, 1885.—*Mr. Platt*—*Not printed.*

107*a*. Return to an Order of the House of Commons, dated 27th April, 1885, for a return of any memorials or correspondence with the Department of Marine and Fisheries in reference to the site of the new lighthouse at Quaco, built in place of a former one destroyed by fire; showing what was the purchase money paid for the present site, and to whom paid; and showing also who is the present keeper of the light, when appointed, and at what salary. Presented to the House of Commons, 5th June, 1885.—*Mr. Weldon*.....*Not printed.*

107*b*. Return to an Order of the House of Commons, dated 27th April, 1885, for copies of all correspondence and complaints regarding the management of Bird Island Light, Victoria, Nova Scotia, during the past two years. Also the reports of the several superintendents of lights during the above period, and the evidence taken before the several superintendents regarding the management of the said Bird Island Light. And also the name of the person (if any) now in charge of said light, and the amount of salary paid to such keeper, and if he is permanently engaged. Presented to the House of Commons, 8th June, 1885.—*Mr. Campbell* (*Victoria*).....*Not printed.*

108. Return to an Address of the House of Commons, dated 23rd February, 1885, for copies of all Orders in Council, leases, correspondence and other documents in possession of the Government, in reference to the leasing of the piece of property in the city of Kingston known as the Market Battery. Presented to the House of Commons, 23rd March, 1885.—*Mr. Platt*—*Not printed.*

109. Return to an Order of the House of Commons, dated 17th February, 1885, for a copy of the document or instrument containing the assurance received by the Government on or about the 17th day of April last from the Grand Trunk Railway Company, referred to by the Right Hon. Sir John A. Macdonald on that day in his place in this House, to the effect that the Grand Trunk Railway Company would set aside one million pounds sterling for the purpose of double

tracking the line of the Grand Trunk Railway between Montreal and Toronto. Also copy of the report of the denial of the said assurance and of the statements alleged to have been made in respect of it, by Sir Henry Tyler, the president of the said company, at the meeting thereof held in London, England, shortly after the said announcement; and copies of all correspondence between the Government and any official of the said company respecting the said assurance. Presented to the House of Commons, 23rd March, 1885.—*Mr. Mitchell*.....*Not printed.*

109*a*. Return to an Order of the House of Commons, dated 28th March, 1884, for a statement showing the names of all stockholders in the Grand Trunk Railway of Canada, with the amounts of stock held by each of said stockholders, at the close of the first year after the charter was granted or operations commenced. Also the names of all stockholders in said company and the amounts of stock held by each on the first day of the current year. Presented to the House of Commons, 31st March, 1885.—*Mr. Mitchell*.....*Not printed.*

109*b*. Return to an Order of the House of Commons, dated 24th February, 1885, for a statement in detail of the several casualties or accidents, whereby passengers were injured or killed, which have occurred on the Grand Trunk Railway and any of its branches, and the Canadian Pacific Railway and any of its branches, from the 1st day of January, 1884, to the 1st day of January, 1885, stating in detail where and when such casualties occurred, the number of persons killed in each casualty, also number injured, stating whether seriously or otherwise, the several amounts paid, and to whom paid, as damages in each accident, whether any law suits for recovery of damages are pending, and stating in detail what amounts are still claimed thereon; also the causes of such accidents. Presented to the House of Commons, 16th April, 1885.—*Mr. Mitchell*.....*Not printed.*

109*c*. Supplementary Return to an Order of the House of Commons, dated 24th February, 1885, for a statement, in detail, of the several casualties or accidents, whereby passengers were injured or killed, which have occurred on the Grand Trunk Railway and any of its branches, and the Canadian Pacific Railway and any of its branches, from the 1st day of January, 1884, to the 1st day of January, 1885, stating, in detail, where and when such casualties occurred, the number of persons killed in each casualty, also number injured, stating whether seriously or otherwise, the several amounts paid, and to whom paid, as damages in each accident, whether any lawsuits for recovery of damages are pending, and stating, in detail, what amounts are still claimed thereon; also the causes of such accidents. Presented to the House of Commons, 20th April, 1885.—*Mr. Mitchell*.....*Not printed.*

109*d*. Return (*in part*) to an Order of the House of Commons, dated 24th February, 1885, for copies of the returns as required to be made under the Consolidated Railway Act of 1879, and the Acts in amendment thereof, of 1881 and 1884, by the Grand Trunk Railway Company, for the fiscal year 1883-84, in each year separately; and—1. The number of miles of main line of Grand Trunk, with statement of actual total cost of construction and equipment thereof. The separate cost per mile of construction thereof, without rolling stock. The total amount of capital account now standing against the said railway, including its equipment. 2. A statement, in detail, showing the several branches or side lines now owned by the said company, including the number of miles in each, with the amounts severally paid for each. How such amounts were paid; whether paid in cash or securities, and the statement and character thereof, in detail. The amount for which each of such securities was sold, and the net amounts which were realized in each. 3. A statement, in detail, of any railway line or lines leased by the Grand Trunk Company or agreed to be worked by them on a percentage of earnings or other terms, with the length of each of such lines and the conditions, in detail, of the agreements in relation thereto. 4. A statement, in detail, of any interest the Grand Trunk Railway may have in any other railway or railways, with the securities, in detail, that they may hold in relation thereto. 5. A statement in detail of the net earnings of each of the railways mentioned in the four preceding clauses, after the payment of working expenses, for the past financial year, of each of the said railways, with a statement, in detail, of the percentage that working expenses bear in each case to the gross earnings. 6. Whether any and what amounts were paid by the Grand Trunk Company towards the construction of the Toronto and Ottawa Railway, and the amount thereof, with the statement of the gross, as well as the net, earnings of the said railway for the past financial year of the said railway; and a statement of where

these funds came from; also a statement as to where they appear in the accounts of the Grand Trunk Company's accounts or returns. Presented to the House of Commons, 5th May, 1885.—*Mr. Mitchell*.....*Not printed.*

110. Return to an Order of the House of Commons, dated 12th March, 1885, for a Return showing all properties or rooms leased by the various branches of the Public Service from private parties or companies in the city of Ottawa, stating the amount of rental paid in each case; also the purposes for which such properties or rooms are used. Presented to the House of Commons, 24th March, 1885.—*Mr. Somerville* (*Brant*).....*Not printed.*

111. Return to an Address of the House of Commons, dated 6th February, 1885, for copy of the lease of the Northern and Pacific Junction Railway Company to the Northern Railway Company of Canada and Hamilton and North-West Railway Company, or either of them. Presented to the House of Commons, 24th March, 1885.—*Mr. Mulock*—

Printed for Sessional Papers only.

112. Return to an Order of the House of Commons, dated 9th February, 1885, for a statement in detail showing amount of work done, contracts made and with whom, moneys paid and to whom, and all expenditures in connection with the improvements of Great Village River, in the county of Colchester, Nova Scotia. Presented to the House of Commons, 24th March, 1885.—*Mr. Robertson* (*Shelburne*).....*Not printed.*

113. Return to an Order of the House of Commons, dated 12th March, 1885, for: 1. The names of all persons who tendered for the construction of the drill shed at Quebec. 2. The amount asked by each person so tendering. 3. The amount of the cheque deposited by each such person in support of his tender, with the names of the signers and endorsers of each cheque, and the names of the several banks by which such cheques were accepted. Presented to the House of Commons, 26th March, 1885.—*Mr. Landry* (*Montmagny*).....*Not printed.*

114. Return to an Order of the House of Commons, dated 12th March, 1885, for a copy of report of the Superintendent of Burlington Bay Canal of the soundings taken during the summer of 1884, the plottings and cross-sections made, showing the present conformation of the bottom of the said canal, together with a statement showing the depths on both sides, as well as all plans giving information in reference to said soundings. Presented to the House of Commons, 26th March, 1885.—*Mr. Robertson* (*Hamilton*).....*Not printed.*

115. Return to an Order of the House of Commons, dated 17th February, 1885, for a report of the Auditor General and also one McGee, as well as for all papers, letters, accounts, cheques and newspapers connected with any claim of Staff Commander Boulton against the Department of Marine and Fisheries or the Government for any amount of money which he alleges to be due him for salary or otherwise, or which he asserts has been withheld from him, or in relation to any dispute between said Boulton and any officer of the Marine and Fisheries Department in regard to cheques drawn in favor of said Boulton. Also a Return to an Order of the House of Commons, dated 2nd March, 1885, for a return of any papers or letters in the hands of the Government signed by Deputy Minister Smith, bearing on the subject of dispute or irregularity between Deputy Minister Tilton and Staff Commander Boulton, or in any way relating thereto; also copies of any letters addressed to Mr. Tilton by Mr. Smith, as Deputy Minister, on the subject. Presented to the House of Commons, 30th March, 1885.—*Mr. McMullen*.....*Not printed.*

116. Papers and correspondence, up to the present time, with respect to the commission recently appointed to investigate and report upon the claims existing in connection with the extinguishment of the Indian title preferred by half-breeds resident in the North-West Territories outside of the limits of the Province of Manitoba, previous to the 15th day of July, 1870. Presented to the House of Commons, 20th April, 1885.—*Mr. Blake*.....*Printed for Sessional Papers only.*

116*a*. Copy of commission appointing commissioners to make enumeration of half-breeds in the North-West Territories previous to the 15th July, 1870. Presented to the House of Commons, 22nd April, 1885, by Sir John A. Macdonald.....*Printed for Sessional Papers only.*

116*b*. Certified copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 19th April, 1885, for instructions

given to the three commissioners appointed to proceed to the North-West to enquire into and adjudicate upon the claims of the half-breeds and others in the Saskatchewan settlement. Presented to the Senate, 20th April, 1885.—*Hon. Mr. Alexander*—

Not printed. See 116.

116*c*. Papers and correspondence in relation to claims for land in the Prince Albert district, North-West Territories. Presented to the House of Commons, 27th April, 1885.—*Mr. Blake.*

Not printed.

116*d*. Return to an Order of the House of Commons, dated 7th March, 1883, for copies of all correspondence and memorials relating to the claims of the inhabitants of Prince Albert and the neighboring districts, in the North-West Territories, in respect of the lands they occupy, and to other matters affecting their condition. Presented to the House of Commons, 5th May, 1885.—*Mr. Blake*.....*Not printed.*

116*e*. Papers and correspondence in connection with half-breed claims and other matters relating to the North-West Territories. Presented to the House of Commons, 11th June, 1885.—*Mr. Blake*.....*Printed for Sessional Papers only.*

116*f*. Papers and correspondence in connection with half-breed claims and other matters relating to the North-West Territories. Presented to the House of Commons, 22nd June, 1885.—*Mr. Blake*.....*Printed for Sessional Papers only.*

116*g*. Papers and correspondence in connection with half-breed claims and other matters relating to the North-West Territories. Presented to the House of Commons, 30th June, 1885.—*Mr. Blake*.....*Not printed.*

116*h*. Copy of the Official Report from Major-General Middleton, C.B., commanding the North-West field forces, concerning the engagements at Fish Creek on the 24th April, 1885; Poundmaker's Camp (near Crees' Reserve), 2nd May, 1885; and Batoche, 9th, 10th, 11th and 12th May, 1885. Presented to the House of Commons, 6th July, 1885, by Hon. J. P. R. A. Caron—

Printed for Distribution only.

116*i*. Plan and Views of Engagement at Fish Creek on the 24th April, 1885. Presented to the House of Commons, 16th July, 1885, by Hon. J. P. R. A. Caron.....*Not printed.*

117. Return to an Order of the House of Commons, dated 12th March, 1885, for copies of all reports, correspondence, petitions, &c., in reference to the seizure of the schooner "Lion," of the Port of Barrington, in Nova Scotia, in December, 1883. Presented to the House of Commons, 31st March, 1885.—*Mr. Robertson* (*Shelburne*).....*Not printed.*

118. Return to an Order of the House of Commons, dated 12th March, 1885, for all correspondence with reference to the making of a road on the Indian Reserve at Fort William, Ontario, and the expenditure thereon of funds belonging to the Indians, and particularly with reference to the payments to be made to the licensees, for stumpage or otherwise, for the timber required in the construction of the bridges on the road. Presented to the House of Commons, 7th April, 1885.—*Mr. Blake*.....*Not printed.*

118*a*. Return to an Address of the House of Commons, dated 27th April 1885, for copies of all correspondence and Orders in Council in any way bearing upon the subject of purchase or offers of purchase of Indian reserve lands in British Columbia, of a date subsequent to 1st June, 1882. Presented to the House of Commons, 30th June, 1885.—*Mr. Baker* (*Victoria*)—

Not printed.

119. Return to an Order of the House of Commons, dated 23rd March, 1885, for a Return showing, if any, and, if so, what sum or sums of money have been paid to J. E. Collins for services rendered to the Government; also showing travelling and other expenses paid him, if any; and showing in what position or capacity he is employed. Presented to the House of Commons, 8th April, 1885.—*Mr. McMullen*.....*Not printed.*

120. Return to an Order of the House of Commons, dated 23rd March, 1885, for copy of the record in the matter of Eugene Gosselin, of St. Charles de Bellechasse, *versus* the Queen, as it stands

in the office of the Supreme Court of Canada, including the proceedings before the Exchequer Court and before Dominion Arbitrators. Presented to the House of Commons, 8th April, 1885. —*Mr. Amyot*.....*Not printed.*

121. Return to an Address of the House of Commons, dated 12th March, 1885, for copies of petitions or correspondence in reference to making Ridgetown a port of entry. Presented to the House of Commons, 21st April, 1885.—*Mr. Casey*.....*Not printed.*

122. Return to an Order of the House of Commons, dated 23rd March, 1885, for a Return of all sums (apart from his salary as county judge) which have been paid to G. M. K. Clarke in each of the years 1879, 1880, 1881, 1882, 1883 and 1884, respectively, and for what services in each year; also what sums, if any, have been paid him from the 1st January, 1884, to this date. Presented to the House of Commons, 13th April, 1885.—*Sir Richard Cartwright*—

Not printed.

123. Return to an Address of the House of Commons, dated 23rd March, 1885, for copies of all correspondence having reference to the appointment of a joint commission with the United States Government for surveying the boundary line between the Province of British Columbia and the United States Territory of Alaska. Presented to the House of Commons, 13th April, 1885.—*Mr. Gordon*.....*Not printed.*

123*a*. Return to an Address of the House of Commons, dated 12th March, 1885, for copies of all correspondence with the Government of British Columbia and Imperial Government, in relation to the eastern boundary of that province. Presented to the House of Commons, 5th May, 1885.—*Mr. Mills*.....*Not printed.*

123*b*. Return to an Address of the House of Commons, for copies of all Orders in Council, Imperial, Canadian or provincial, in the hands of the Government, and not already laid before Parliament, relating to the disputed boundaries of Ontario. Also all despatches and correspondence with any of the provinces and with the Imperial Government upon the same subject. Presented to the House of Commons, 23rd June, 1885.—*Mr. Mills*—

Printed for Sessional Papers only.

124. Return to an Order of the House of Commons, dated 4th February, 1885, for all Customs collections in Algoma during the six months ending 31st December, 1884, showing the amount collected at Port Arthur and its outports, and at Sault Ste. Marie and its outports, respectively; also the amount collected at Spanish River and such other stations in Algoma as report to Collingwood. Presented to the House of Commons, 13th April, 1885.—*Mr. Dawson*.....*Not printed.*

125. Return to an Order of the House of Commons, dated 17th February, 1885, for all correspondence from 1st January, 1884, to 1st January, 1885, between W. H. Rogers, inspector of fisheries for Nova Scotia, also Mr. Sellon, overseer of river fisheries for Liverpool, Queen's county, Nova Scotia, also between John Millard, J. Newton Freeman, S. J. R. Bill and others, and the Government or Department of Marine and Fisheries, in reference to a breach of the "Sawdust Law," by putting mill rubbish and shingle shavings into the Mersey River; showing also what fines have been imposed and how many collected; if not collected, whether remitted. Presented to the House of Commons, 16th April, 1885.—*Mr. Forbes*.....*Not printed.*

125*a*. Return to an Order of the House of Commons, dated 1st April, 1885, for copies of all correspondence and reports from W. H. Rogers, inspector of fisheries for Nova Scotia, to the Department of Marine and Fisheries, relating to the adoption of Rogers' patented fish ladder, and the places at which the said inspector recommends that it should be placed; also any instructions from the Department concerning the same. Also a statement of moneys claimed or paid, as a royalty or otherwise, on account of patent fishway, stating by whom and to whom such moneys were paid, together with an account of any other moneys paid by the Department, and to whom, towards the construction of Rogers' fish ladder, the Return to cover the years 1880, 1881, 1882, 1883 and 1884. Presented to the House of Commons, 30th June, 1885.—*Mr. Robertson* (*Shelburne*).....*Not printed.*

126. Return to an Order of the House of Commons, dated 9th February, 1885, for the names of all Government officials in the North-West Territories, the date of their appointment, and the

date upon which they entered upon their respective duties; the salary, fee or other allowance granted to each, including travelling or other expenses; the names and respective locations of sheriffs and registrars, the date of their respective appointments, and the date upon which they entered upon their duties, and the date from which their salary commenced to run; the receipts of their respective offices, monthly or annually, from their establishment up to the 1st of January, 1885. Presented to the House of Commons, 16th April, 1885.—*Mr. McMullen*.....*Not printed.*

127. Return (*in part*) to an Order of the House of Commons, dated 2nd March, 1885, for copies of all advertisements for tenders, of all specifications, and of all tenders received for fog horns and letter box fronts, from 1st January, 1884, to 31st January, 1885; also of all correspondence, contracts, accounts, receipts and documents relating to the furnishing of such fog horns and letter box fronts. Presented to the House of Commons, 16th April, 1885.—*Mr. Laurier*—
Printed for Distribution only.

127*a*. Supplementary Return to an Order of the House of Commons, dated 2nd March, 1885, for copies of all advertisements for tenders, of all specifications, and of all tenders received for fog horns and letter box fronts, from 1st January, 1884, to 31st January, 1885; also of all correspondence, contracts, accounts, receipts and documents relating to the furnishing of such fog horns and letter box fronts. Presented to the House of Commons, 22nd April, 1885.—*Mr. Laurier*.....*Not printed.*

127*b*. Return to an Order of the House of Commons, dated 2nd March, 1885, for copies of all correspondence between the Government and one Captain Conally, or any other person, in regard to placing a fog horn or fog whistle on what is called the Dummy Lighthouse, near the head of Lake Erie. Presented to the House of Commons, 5th May, 1885.—*Mr. Jackson*—
Not printed.

127, 1880. Return to an Address of the House of Commons, dated 23rd February, 1880, for a copy of any Order or Orders in Council approving of the treaties made with the Indian tribes at Forts Carlton and Pitt in the year 1876, and of all despatches from the Minister of the Interior or his Deputy to the Commissioners, or any of them, communicating the same to them, and having reference to the terms embodied in such treaties, together with the replies of the said Commissioners, or any of them, to such despatches. Presented to the House of Commons, 5th April, 1880.—*Mr. White* (*Cardwell*).....*Printed for Distribution only.*

128. Return to an Order of the House of Commons, dated 17th January, 1885, for copies of all correspondence between the Government and the Captain of the Life Saving Service at Port Rowan, Province of Ontario, not already brought down. Presented to the House of Commons, 22nd April, 1885.—*Mr. Jackson*.....*Not printed.*

128, 1880. Return to an Address of the House of Commons, dated 23rd February, 1880, for copies of all despatches from the Lieutenant Governor of Manitoba, relating to the reserve promised under the provisions of Treaty No. 1, relating to the reserve stipulated thereby to be assigned to the band of Indians in Manitoba of whom Yellow Quill was Chief; and of all correspondence and despatches from the Secretary of State, the Minister of the Interior, or the Deputy Minister of the Interior, addressed to the said Lieutenant Governor in reply or in relation thereto; also correspondence between the Government of Canada and the Hudson Bay Company on the subject. Presented to the House of Commons, 5th April, 1880.—*Mr. White* (*Cardwell*).....*Not printed.*

129. Return to an Order of the House of Commons, dated 3rd March, 1884, for a Return showing the names, rank, present positions occupied, length of service at sea, of each individual who has received a certificate of either competency or service under the Act passed last Session, making provision for the examination of masters and mates of coasters and inland waters, from the passage of said Act to the nearest possible date, for each and every province of the Dominion; as also a statement giving dates and names of applicants who have been refused certificates of service, or whose certificates have been for some reason withheld, and the reasons for such refusals or retentions. Presented to the House of Commons, 22nd April, 1885.—*Mr. Baker* (*Victoria*).....*Not printed.*

130. Return to an Address of the House of Commons, dated 17th February, 1885, for copies of all Orders in Council, despatches and correspondence between the Government of Canada and the United Kingdom, and between the Government of Canada and Her Majesty's Ambassador at Washington, not already brought down, relating to the subject of extradition and extradition arrangements. Presented to the House of Commons, 23rd April, 1885.—*Mr. Blake*—*Printed for Sessional Papers only.*

130*a*. Return to an Address of the House of Commons, dated 9th February, 1885, for a statement with reference to the cases in which demands for extradition have been made by or upon the Government of Canada, or in which extradition proceedings have been taken in continuation of, and in the same form as, the statement transmitted by the Government of Canada to the Government of the United Kingdom, in or about the year 1876. Presented to the House of Commons, 5th May, 1885.—*Mr. Blake*.....*Printed for Sessional Papers only.*

131. Return to an Address of the House of Commons, dated 20th February, 1885, for a copy of the Order in Council creating the Forestry Commission, and appointing Mr. J. H. Morgan as such commissioner; also a copy of the recommendation on which such Order in Council was based. Presented to the House of Commons, 23rd April, 1885.—*Mr. Rykert*.....*Not printed.*

131*a*. Return to an Address of the House of Commons, dated 17th February, 1885, for a copy of Order in Council appointing J. H. Morgan as Forestry Commissioner; also copy of instructions accompanying the same; also date of report from the said J. H. Morgan which appears as part of the last report of the Minister of the Interior, and copies of any subsequent reports and the date on which the same were received by the Department; also statement of any payments made to the said J. H. Morgan subsequent to those appearing in the Public Accounts of 1884. Presented to the House of Commons, 26th May, 1885.—*Mr. Paterson* (*Brant*)—*Not printed.*

132. Return to an Address of the Senate, dated 6th March, 1885, for a Return of all exports from ports on Hudson and James Bays, other than York Factory, of furs, fish, whale, seal or porpoise oil. Presented to the Senate, 20th April, 1885.—*Hon. Mr. Schultz*.....*Not printed.*

133. Return to an Order of the House of Commons, dated 27th April, 1885, for a Return of all correspondence and petitions from mariners, vessel owners and others, not already brought down, relative to the selection of a route for the construction of the Murray Canal, or the character of the harbors afforded by Presqu'Isle and Weller's Bay respectively. Also all offers made by tenders or otherwise to construct said canal by any other than the adopted route, together with all reports as to progress of work of construction in possession of the Government. Presented to the House of Commons, 14th July, 1885.—*Mr. Cockburn*.....*Not printed.*

134. Return to an Order of the House of Commons, dated 23rd March, 1885, for a Return of any orders or instructions of the Railway Department as to the sale of return tickets, limiting the periods in which such tickets can be used; also of any claims made by persons holding such tickets for damages for being ejected from the cars, and what amounts, if any, have been paid for such claims. Presented to the House of Commons, 5th May, 1885.—*Mr. Weldon*—*Not printed.*

135. Return to an Order of the House of Commons, dated 12th February, 1885, for copies of all correspondence and petitions to the Postmaster General, or any member of the Government, with reference to the adoption in Canada of a system to encourage small savings, similar to that brought in by the late Mr. Fawcett in England. Presented to the House of Commons, 7th May, 1885.—*Mr. Blake*.....*Not printed.*

136. Return to an Address presented by the Senate to His Excellency the Governor General, dated 17th March, 1885, praying His Excellency to cause to be laid before this House, copies of the reports of the various surveys made by engineers under the direction of the Government, for a line of railway connecting Montreal with the harbors of St. John and Halifax by the shortest and best practicable route (including the reports of Messrs. A. L. Light and Vernon Smith on the lines surveyed by them, respectively, running up the valley of the Etchemin River and from Canterbury, New Brunswick, to the northern end of Chesuncook Lake, in the

State of Maine); together with a statement showing the height of the summit level, the maximum grade per mile, the number of miles with a grade exceeding 42 feet, the average grade per mile, and the number and position of the curves with a less radius than 1,910 feet, upon each of such surveyed lines, as well as upon any existing railway proposed to be used in connection with any such surveyed lines; and also a detailed statement of the distances from Montreal to St. John and Halifax by each of such surveyed lines and the existing railways proposed to be used in connection therewith. Presented to the Senate, 5th May, 1885.—*Hon. Mr. Power*.....*Printed for both Distribution and Sessional Papers.*

136*a*. Return to an Address of the House of Commons, dated 3rd February, 1885, for copies of all Orders in Council, instructions given, reports of engineers, and all documents whatsoever, in relation to the selection of the shortest and best line for a railway between the present terminus of the Canadian Pacific Railway and one of the seaports of the Maritime Provinces. Presented to the House of Commons, 20th July, 1885.—*Mr. Landry (Montmagny)*.....*Not printed.*

137. Return to an Address of the House of Commons, dated 17th February, 1885, for copies of all correspondence, Orders in Council, contracts, and other papers in connection with the projected railway between Oxford and New Glasgow, in Nova Scotia, or in relation to any of the companies or individuals negotiating for the construction of any part of the projected short line within the bounds of the Province of Nova Scotia, and particularly an instrument signed by Sir Charles Tupper, the Minister of Railways, about the 9th May, 1884, whereby he, as representing the Crown, entered into certain engagements with Norvin Green, president of the Montreal and European Short Line Company, or with that company; and of all Orders or arrangements cancelling the said agreement; and of the evidence as to the ability of the company on which said agreement was made; and of all Orders and authorities under which the Oxford Branch Railway was completed or money thereon expended out of the Intercolonial appropriation; and of all agreements in connection with such expenditure, and of all statements, representations and letters made by or on behalf of contractors, companies, railway companies, construction companies, laborers, merchants or others, who have been concerned in the work, and of all reports made to any department or to Council upon any of the above subjects. Presented to the House of Commons, 8th May, 1885.—*Mr. Blake*—

Printed for Sessional Papers only.

137*a*. Supplementary Return to an Address of the House of Commons, dated 17th February, 1885, for copies of all correspondence, Orders in Council, contracts and other papers in connection with the projected railway between Oxford and New Glasgow, in Nova Scotia, or in relation to any of the companies or individuals negotiating for the construction of any part of the projected Short Line within the bounds of the Province of Nova Scotia; and particularly an instrument signed by Sir Charles Tupper, then Minister of Railways, about 9th May, 1884, whereby he, as representing the Crown, entered into certain engagements with Norvin Green, president of the Montreal and European Short Line Company, or with that company; and of all Orders or arrangements cancelling the said agreement, and of the evidence as to the ability of the company on which said agreement was made; and of all Orders and authorities under which the Oxford Branch Railway was completed, or money thereon expended out of the Intercolonial appropriation, and of all agreements in connection with such expenditure; and of all statements, representations and letters made by or on behalf of contractors, companies, railway companies, construction companies, laborers, merchants or others, who have been concerned in the work; and of all reports made to any department or to Council upon any of the above subjects. Presented to the House of Commons, 14th July, 1885—*Mr. Mills*—

Not printed.

137*b*. Return to an Address of the House of Commons, dated 11th February, 1885, for copies of all reports made by engineers employed by the Great American and European Short Line Railway Company in Nova Scotia and Cape Breton, with the plans, papers and correspondence connected therewith; also for copies of all correspondence with the Dominion Government and the Government of Nova Scotia on the same subject; also copies of all contracts by and between the said company and other persons; also a statement of all moneys paid out and expended on contracts for salaries, wages and labor; showing also the amounts, if any, still due and owing by the said company to their contractors, agents or workmen; and also a statement of the

number of miles completed and graded in each of the counties of Cumberland, Colchester and Pictou. Presented to the House of Commons, 14th July, 1885.—*Mr. Paint*.....*Not printed.*

138. Return to an Order of the House of Commons, dated 23rd March, 1885, for copies of all reports, correspondence, and surveys, if any, in the Department of Public Works, as to the improvement of the North Saskatchewan River, for the purpose of navigation. Presented to the House of Commons, 28th May, 1885.—*Mr. McCallum*—

Printed for both Distribution and Sessional Papers.

139. Return to an Address of the House of Commons, dated 27th April, 1885, for all letters and correspondence had between the Dominion Government or any of its members and the Local Government of New Brunswick or any of its members, on the subject of the building of a foot and carriage bridge on the St. John River, at or near Fredericton. Presented to the House of Commons, 11th May, 1885.—*Mr. Landry (Kent)*.....*Printed for Distribution only.*

139*a*. Supplementary Return to an Address of the House of Commons, dated 27th April, 1885, for all letters and correspondence had between the Dominion Government or any of its members and the Local Government of New Brunswick, or any of its members, on the subject of the building of a foot and carriage bridge on the St. John River, at or near Fredericton. Presented to the House of Commons, 9th June, 1885.—*Mr. Landry (Kent)*..*Printed for Distribution only.*

140. Reports of Messrs. Perley and Guerin as to works respecting which application has been made on the River Ottawa and Lake Temiscaming; together with the memorandum of the Reverend Father Paradis, O.M.I. Presented to the House of Commons, 11th May, 1885, by Sir Hector Langevin.....*Printed for Distribution only.*

141. Return to an Order of the House of Commons, dated 28th March, 1884, showing the total cost of old and new works, with expenditure for repairs and maintenance in each year since Confederation: 1. For cost of Welland Canal. 2. For new works, repairs, and all incidental expenses connected therewith. 3. For maintenance. 4. For revenue derived therefrom. 5. For return similar to that contained in 1, 2, 3 and 4, connected with the St. Lawrence Canals. 6. For estimated cost for deepening and completing the St. Lawrence Canals to a depth of twelve and fourteen feet, separately. Presented to the House of Commons, 16th May, 1885.—*Mr. McCraney*.....*Not printed.*

142. Return to an Order of the House of Commons, dated 27th April, 1885, for a Return of instructions to the health officers of the ports in the Province of New Brunswick, and quarantine regulations issued by the Department of Marine and Fisheries or the Department of Agriculture relating to these ports. Presented to the House of Commons, 16th May, 1885.—*Mr. Weldon*.....*Not printed.*

143. Return to an Order of the House of Commons, dated 27th April, 1885, for a Return showing the actual cost of laying the telegraph cable from Clover Point, Victoria, British Columbia, accross the Straits of Juan de Fuca to a point at or near Dungeness, W.T.; said return to give the names of persons to whom sums have been paid; the nature and extent of services rendered, entitling them to such payments; the cost of the cable, time occupied in laying said cable, and its length. Presented to the House of Commons, 18th May, 1885.—*Mr. Baker (Victoria)*.....*Not printed.*

144. Return to an Address of the House of Commons, dated 9th March, 1885, for: 1. Copies of all demands and claims made by the town of Emerson on the Government for financial or other aid, and all correspondence respecting the same. 2. Copies of all Orders in Council or departmental orders respecting such demands or claim, and the action or decision of the Government thereon. Presented to the House of Commons, 18th May, 1885.—*Mr. Cameron (Huron)*.....*Not printed.*

145. Return to an Order of the House of Commons, dated 17th February, 1885, for a statement showing the names of all persons employed by the Department of Public Works or other department of the Government as inspectors or clerks of works on any building or other public work since 1873-74 until 1883-84 inclusive, with statement showing the amount paid to

such persons for services as such officials, and the rate per month or per diem to each; also the gross amount expended by the Government in each year on such works under the inspection of each clerk of works; also a statement showing the actual profession or calling of each such clerk of works. Presented to the House of Commons, 26th May, 1885.—*Sir Richard Cartwright*—*Not printed.*

146. Return to an Address of the House of Commons, dated 27th April, 1885, for all the correspondence, papers and report of the officers of Customs at the port of Halifax and any other port, in connection with the entry by A. & W. Mackinlay, as agents of Thomas Nelson & Son, of school books at an undervaluation. Presented to the House of Commons, 26th May, 1885.—*Mr. Rykert*.....*Not printed.*

146*a*. Return to an Address of the House of Commons, dated 27th April, 1885, for all papers, correspondence and reports with reference to Nelson & Son's consignment of school books to the late firm of James Campbell & Sons, Toronto. Presented to the House of Commons, 26th May, 1885.—*Mr. Wallace* (*York*).....*Not printed.*

146*b*. Return to an Address of the House of Commons, dated 27th April, 1885, for all the correspondence, papers and report of the officer of Customs for the port of Toronto, in connection with the seizure of school books entered at an undervaluation by Thomas Nelson & Son, Edinburgh. Presented to the House of Commons, 26th May, 1885.—*Mr. Rykert*....*Not printed.*

146*c*. Supplementary Return to an Address of the House of Commons, dated 27th April, 1885, for a Return of all papers, correspondence and reports with reference to Nelson & Son's consignments of school books to the late firm of James Campbell & Sons, Toronto. Presented to the House of Commons, 26th June, 1885.—*Mr. Wallace* (*York*).....*Not printed.*

146*d*. Supplementary Return to an Address of the House of Commons, dated 27th April, 1885, for a Return of all the correspondence, papers and report of the officer of Customs at the port of Halifax, and any other port, in connection with the entry by A. & W. Mackinlay, as agents of Thos. Nelson & Son, of school books at an undervaluation. Presented to the House of Commons, 26th June, 1885.—*Mr. Rykert*.....*Not printed.*

146*e*. Supplementary Return to an Address of the House of Commons, dated 27th April, 1885, for a Return of all the correspondence, papers and report of the officer of Customs at the port of Toronto, in connection with the seizure of school books entered at an undervaluation by Thos. Nelson & Son, of Edinburgh. Presented to the House of Commons, 26th June, 1885.—*Mr. Rykert*.....*Not printed.*

147. Return to an Order of the House of Commons, dated 27th April, 1885, for a Return showing: 1. The detailed amounts actually due to the Supervisor of Cullers at Quebec for culling and measuring. 2. The names of all parties indebted, and the date of incurring of each liability. Presented to the House of Commons, 28th May, 1885.—*Mr. De St. Georges*.....*Not printed.*

148. Return to an Address of the House of Commons, dated 12th March, 1885, for copies of all Orders in Council, agreements and correspondence in the possession of the Government since 1872, respecting the Windsor Branch Railway; also copies of pleadings and verdicts in the various suits at law respecting the same branch. Presented to the House of Commons, 9th June, 1885.—*Mr. Kinney*.....*Not printed.*

149. Return to an Order of the House of Commons, dated 9th March, 1885, for all correspondence between the Auditor-General and the Department of Marine and Fisheries, relating to an Order of this House made on the 28th March last, for a return showing all sums received by the Department of Marine and Fisheries on account of rental of rivers and streams, &c.; or in any way relating to any irregularity or inaccuracy connected with matters of the said Department. Presented to the House of Commons, 28th May, 1885.—*Mr. McMullen*—*Not printed.*

150. Return to an Address of the House of Commons, dated 8th April, 1885, for all papers concerning the appointment, instruction and salary of Mr. Hector Fabre, as Canadian agent at Paris, France, and the reports from that gentleman to the Government since his appointment. Presented to the House of Commons, 2nd June, 1885.—*Mr. Bergeron*—*Printed for Distribution only.*

151. Return to an Address of the House of Commons, dated 12th March, 1885, for copies of all correspondence which has taken place between the Dominion Government and the Local Government of New Brunswick, with reference to the Northern and Western Railway, since May, 1884, up to February, 1885. Presented to the House of Commons, 11th June, 1885—*Mr. Temple*.....*Not printed.*

152. Return to an Address of the Senate, dated 20th April, 1885, for copies of all memorials, letters or telegrams addressed to the Railway Department, respecting the establishment of the York station on the Prince Edward Island Railway, and the answers thereto; also copies of any memorials, letters or telegrams, which may have been received by that Department, having reference to the abolition of the said station, and the replies, if any, made thereto. Presented to the Senate, 16th June, 1885.—*Hon. Mr. Haythorne*.....*Not printed.*

153. Return to an Order of the House of Commons, dated 11th March, 1885, for a Return showing the amount of money paid for injuries to parties in the Mounted Police since 1878, specifying the names of the parties injured, the nature of the injuries, the amount of money paid, and to whom paid. Presented to the House of Commons, 7th April, 1885.—*Mr. Somerville* (*Brant*)—*Not printed.*

153*a*. Annual Report of the Commissioner of the North-West Mounted Police Force for the year 1884. Presented to the House of Commons, 23rd June, 1885.—*Sir John A. Macdonald*—*Printed for both Distribution and Sessional Papers.*

154. Return (*in two parts*) to an Order of the House of Commons, dated 12th March, 1885, for a return showing:—1. Total number of depositors in the Savings Banks, Post Office, or other banks holding deposits of $1,000 or upwards; also the amount so held. 2. Total number of depositors having deposits of less than $1,000 and more than $500 each; also the total amount so held. 3. Total number of said depositors holding less than $500 each; also total amount so held. Presented to the House of Commons, 30th June, 1885.—*Sir Richard Cartwright and Mr. Fairbank*.....*Not printed.*

155. Return to an Order of the House of Commons, dated 27th April, 1885, for copies of all correspondence and papers relative to the dismissal of George E. Cherrier from the Indian Agency in Caughnawaga; also of the reports of the investigation into the affairs of the agency held by Mr. de Boucherville in 1883, and by A. Dingman in 1884, with copies of all instructions at any time given by the Department to Mr. Cherrier. Presented to the House of Commons, 30th June, 1885.—*Mr. Bain* (*Wentworth*).....*Not printed.*

156. Return to an Order of the House of Commons, dated 12th March, 1885, for a Return of all hardware purchased at Halifax by the Department of Marine and Fisheries, from 1st July, 1878, to 31st December, 1884; the names of the firms who furnished the supplies, amount supplied by each firm in each year; the names of the firms who supplied stoves, galvanized and tinware, in each year from 1st October, 1878, to 31st December, 1884, showing if by tender, whose tender was accepted, and if tenders asked for each year. Presented to the House of Commons, 30th June, 1885.—*Mr. Forbes*.....*Not printed.*

157. Return to an Order of the House of Commons, dated 11th March, 1885, for a Return showing the number of days W. Ingles Bradley, a clerk in the Department of Railways, has been registered on the Departmental Attendance Book since 1st July, 1884; also showing the number of days' attendance for which he has received payment, and the total amount paid, together with the name of the departmental officer certifying the account. Presented to the House of Commons, 14th July, 1885.—*Mr. Somerville* (*Brant*).....*Not printed.*

158. Return to an Order of the House of Commons, dated 27th April, 1885, for copies of all correspondence of a recent date between the Superintendent General of Indian Affairs and the agent of the Department in British Columbia, or any other person, upon the subject of establishing Indian schools in said province. Presented to the House of Commons, 14th July, 1885.—*Mr. Baker* (*Victoria*).....*Printed for Sessional Papers only.*

158*a*. Return to an Order of the House of Commons, dated 27th April, 1885, for a Return showing: 1. How many industrial schools for the instruction of Indian half-breed youth have been established in the Province of Manitoba and the North-West Territories respectively, under the authority and by permission of the Government of Canada, and where they are located. 2. At what places lands have been surveyed and set apart for Indian half-breed schools in 1884, and what quantity at each place. 3. Through whose representations and recommendations these half-breed schools are established from time to time, and whether any request from the Indian half-breeds themselves is required for the establishment of a school. 4. What subjects of instruction are provided for these schools in regard to industrial pursuits, moral and religious, and are both sexes included in the general school provisions. 5. Whether any of the Indian half-breed schools are placed under the care or supervision of any religious body or denomination; if so, what are the conditions upon which such control is granted, and what is the extent of the denominational control, and is it, to the extent granted, a temporary or permanent control; if there are denominational schools, what is the number belonging to each denomination, where they are located, and what quantity of land is owned or controlled by each, and what is the number of pupils. 6. Whether, when the moral and religious instruction of an Indian half-breed school is placed under the supervision or control of any denomination, it gives to the denomination control of the land and buildings of such school. 7. At whose cost the Indian half-breed school buildings are erected and furnished, and under whose directions the text books are selected or compiled, and by whom they are paid for. 8. What standing of attainment is required of teachers in these schools; how and from whom they receive certificates of qualification, and whether there is a system of Governmental inspection of these Indian half-breed schools. 9. Whether the teachers and trustees or managers of these schools are required to make any periodical returns to the Government of the attendance, general condition, progress and expenditure of each. 10. Whether any of the religious denominations have obtained lands for church or school purposes from the Government or from any Indian reservation by treaty or otherwise. 11. Whether any of the religious bodies, on their own responsibility, have established schools among the Indians or half-breeds, and if they have, whether they receive any assistance directly or indirectly by land grants or otherwise for the support of such schools from the Government. Presented to the House of Commons, 18th July, 1885.—*Mr. Kirk* ..... *Not printed.*

159. Return to an Address of the House of Commons, dated 12th February, 1885, for copies of all correspondence, petitions and Orders in Council, relating to any applications by or on behalf of any railway company elsewhere than in Manitoba or the North-West, for aid or additional aid. Presented to the House of Commons, 14th July, 1885.—*Mr. Blake*..... *Not printed.*

160. Return to an Address of the House of Commons, dated 2nd March, 1885, for: 1. Copies of all correspondence between the Government and the North-West Council respecting the representation of the Territories in this Parliament. 2. Copies of all petitions, representations and correspondence addressed to the Government, or any member of it, on the same subject, and any replies thereto. 3. Copies of all petitions, representations and correspondence with the Government, or any member of it, on the subject of the establishment of Local Governments in the Territories, and of all replies thereto. Presented to the House of Commons, 15th July, 1885.—*Mr. Cameron (Huron)*..... *Not printed.*

161. Return to an Address of the House of Commons, dated 23rd March, 1885, for a Return of all correspondence, papers and documents which have passed between the Imperial Government and the Dominion Government or the Dominion Government and the Government of British Columbia, relative to the public reserves of British Columbia and to the claim of the Crown to the land between high and low water mark, and generally all information as to "fore shore" rights of the Dominion. Presented to the House of Commons, 15th July, 1885.—*Mr. Baker (Victoria)*..... *Printed for Sessional Papers only.*

RETURN

(101*a*)

To an ADDRESS of the HOUSE OF COMMONS, dated the 6th February, 1885:—

For copies of all Minutes of Council, Reports of Council, and of Correspondence between the Canadian Government and the British Government, or any of its officers or members, not already laid before Parliament, relating to the so-called Fishery Question, from the 1st of July, 1867, up to the time of the signing of the Washington Treaty.

By Command.

J. A. CHAPLEAU,

Secretary of State.

Department of the Secretary of State,
Ottawa, 17th April, 1885.

MEMORANDUM of the position of the Fishery Question, so called, prepared and submitted to Council preliminary to action being taken on the despatch of Lord Granville to His Excellency Sir John Young, under date 6th June last.

The undersigned would, in considering the despatch from Lord Granville to His Excellency the Governor General, of the 6th ultimo, observe that His Lordship has clearly intimated therein that his intentions, as conveyed in former despatches and explained by the one referred to, were that privileges should be given to American fishermen which they had not previously enjoyed, thus seriously affecting the value of the fisheries to our people.

His Excellency, by his memorandum, has informed the Council that it is indispensable that the instructions issued to the Canadian cruisers should be brought into complete conformity with the latest instructions on the subject issued by the Admiralty to Vice-Admiral Wellesley. In obedience to such command, the undersigned submits herewith an amendment to the latest Canadian instructions, bearing date 14th ultimo, issued to officers in the service for the protection of the fisheries, for the approval of Council.

The undersigned, at the same, time feels it to be a duty that Council owes as well to the interests of the people of this Dominion as to those of the whole Empire, to submit for the consideration and most serious reflection of Earl Granville and his colleagues an earnest protest against the concessions which have been made and the policy which Her Majesty's Government have pursued in reference to the fisheries. He also feels that, to enable Council intelligently to deal with this important matter in their action upon Lord Granville's despatch, that the position of this whole question, and its bearing upon our commercial relations with the United States of America, as well as its probable effect upon our future relations with, and the ultimate peace of, the Empire at large, be placed before Council.

To do this, the undersigned would state our rights, as claimed by the Empire, and admitted by the United States in the treaty of 1818, and also what were the rights of United States fishermen at the time the treaty was concluded.

Article 1 of that treaty provided,—

1st. Concurrent liberty of fishing within certain specified limits between the subjects of Her Majesty and those of the United States, subject to certain specified reservations.

2nd. The privilege to American subjects to land, dry and cure fish in certain districts, also subject to certain qualifications.

3rd. Limits reserved exclusively to subjects of Her Majesty, and comprised within bounds of a marine league from the coasts, bays, harbors and creeks—the line of exclusion and measurement on the three classes of indents last above mentioned being defined by straight lines drawn across from headland to headland.

It may be stated that upon the construction of Nos. 1 and 2 no serious differences of opinion exist.

Regarding the interpretation of No. 3, the American Government advances peculiar claims—the most important of which is the basis of measurement on the mouths of bays, creeks and harbors. This line of demarcation between exclusive and common water, the United States contend—as in the tracing of the general coast line, three marine miles from land—should at all bays continue to describe the outline of the shores of those indents as if they were sinuosities of the coast.

This is, in brief, the main point involved in the dispute known as "The Fishery Question."

Other minor differences, more or less tributary to this, have entered into the discussion, but this substantially includes the only disputable ground of the controversy.

The argument of Great Britain on this point is twofold:—

First. That the accepted definition of bays, harbors and creeks is that established by international law throughout the civilized world, which distinctly adopts a headland line, irrespective of the configuration of any part of the coast, or the formation or extent of its indentations.

Second. That the territorial and maritime jurisdiction of all nations, and particularly of the United States, is so clearly laid down as not to admit of any exceptional application, such as that claimed in connection with these fishing privileges in British America, in derogation of national rights.

Moreover, Great Britain maintains that in the article of the convention of 1818 Americans expressly relinquished the liberty before "enjoyed" or "claimed," to pursue their calling anywhere else within British jurisdiction than in the limits described in the treaty. The text being as follows:—

"And the United States hereby renounce for ever any liberty heretofore enjoyed or claimed by the inhabitants thereof to take, dry or cure fish within three marine miles of any of the coasts, bays, creeks or harbors of His Britannic Majesty's dominion in America, not included within the above mentioned limits," thus adding, by their own voluntary declaration—if that were necessary—to the legal definition of exclusive fishing; besides solemnly withdrawing all pretensions of the kind theretofore advanced.

The Americans have, up to 1854, persisted in arguing for an exceptional application of the law of nations, as regards bodies of water, such as the bays of Fundy and Chaleurs, and other indents along the sea coast of the British North American colonies, in which United States fishermen were formerly wont to pursue and capture the fishes of the sea, or to which they still resort to take bait.

Yet, while they desired exceptional construction of treaties, and more especially as applied to the bays of Fundy and Chaleurs, their statesmen had to admit that the right of exclusion, as claimed by us, existed. Secretary Webster, 6th July, 1852, writes thus:—

"It would appear that by a strict and rigid construction of this article, fishing vessels of the United States are precluded from entering into the bays or harbors of the British Provinces, except for the purposes of shelter, repairing damages, and obtaining wood and water. A bay, as is usually understood, is an arm or recess of the sea, entering from the ocean between capes and headlands, and the term is applied equally to small and large tracts of water thus situated; it is common to speak of Hudson Bay, or the Bay of Biscay, although they are very large tracts of water.

"The British authorities insist that England has a right to draw a line from headland to headland, and to capture all American fishermen who may follow their pursuits inside of that line. It was undoubtedly an oversight in the convention of 1818 to make so large a concession to England, since the United States had usually

considered that those vast inlets or recesses of the ocean ought to be open to American fishermen as freely as the sea itself, to within three marine miles of the shore."

Again, Chancellor Kent, in his able commentaries, lays down as a rule that bays, such as Delaware Bay—(resembling, in its characteristics and extent, the Bay des Chaleurs) is wholly within the "territorial jurisdiction" of the United States, while the States of New Jersey and Delaware each exercise jurisdiction to its centre, and for three miles seaward, from capes May and Henlopen. The same rule applies to Chesapeake Bay, and the State of Maryland exercises jurisdiction over that tract of water, which is more than double the extent of Bay des Chaleurs. The same rule is applied to Massachusetts Bay, with an entrance fifty miles wide, between Cape Ann and Cape Cod; indeed, the principle is applied in the United States universally, and however much American statesmen may regret the application of the rule on the bays of this Dominion, they cannot deny its strict justice, nor their own renunciation of all claim to admission by the 1st article of the treaty of 1818. Yet from that time up to 1854 the fishermen of the United States accepted the fact reluctantly, and frequently infringed within our limits when they thought they could do so with impunity, but the British Government enforced our treaty rights, including the headland claims, up to 1854, with the exception of the Bay of Fundy, in reference to which they made special exception of a temporary character in 1845.

It may also be here stated that the Province of Nova Scotia supplemented the British squadron by several vessels during the years preceding 1845, and that during that time many seizures of American vessels were made at points ranging from near the shore to a distance of upwards of ten miles from land, on the ground that they were within headlands, many of which vessels were condemned and confiscated for such violation of our rights. In State documents, No. 22, published in the American Senate, in 1862-63, I find the following fact reported by the United States Consul, at Pictou, viz.:—

"The seizures in the course of the year were numerous. The Java, Battille, Mayflower, Charles, Eliza, Shetland, Hyder Ali, Independence, Hart, Ocean, Director, Atlas, Magnolia, Amazon and Three Brothers, were among the number."

The Reciprocity Treaty of 1854 gave to the Americans the use, under certain restrictions, of our bay and inshore fisheries, and for which we were supposed to have received compensation by certain trade arrangements. This treaty the United States Government put an end to of their own act, professing to believe that it was more to the advantage of the colonies than their own. Doubtless the treaty, during its continuance, was beneficial to both countries, but it was not in Nova Scotia considered that they had received the equivalent in trade for what they correctly designated as "their priceless fisheries." See Minute of Council of that Province of 26th April, 1864, as follows:—

"At the same time it is proper that the undersigned should take this opportunity to express the unusual sentiment pervading this Province, that in the construction of that treaty fair consideration was not given to the interests whose inexhaustless fisheries of priceless value were given away without the coasting trade, or the right to register colonial-built shipping, having been secured in return to these British American Provinces."

The Treaty terminated in March, 1866, after the year's notice for which it provided had been given by the United States Government. The then Provinces of Canada, Nova Scotia, and New Brunswick, with the approval of Her Majesty's Government, sent delegates to Washington, to endeavor if possible to secure the continuance of the treaty, or else to effect some other arrangement which would meet the approval of both countries. In this they were unsuccessful. The delegation held several conferences with the Committee of Ways and Means, and the record of their proceedings proves that there was really no desire evinced to renew commercial intercourse with the Provinces on any basis at all resembling the principles of reciprocal free trade. The efforts of our delegates proved fruitless, and they returned about the middle of February, 1866. On the 20th of that month a Royal proclamation was

issued by the Governor General of Canada, notifying American fishermen and United States citizens of the termination, on the 17th day of the ensuing month, of the fishing privileges which they had enjoyed under the said treaty, and warning them of the legal penalties which they would incur by trespassing upon the inshore fisheries of British America belonging exclusively to Her Majesty's subjects. In the meantime, Her Majesty's Government, in despatches of the 3rd and 10th March, 1866, urged upon these Provinces that it was desirable, from an Imperial point of view, to forbear from asserting the rights which recurred to them at its termination, and to avoid every possibility of difference between the British and American Governments, from any attempt to prevent encroachments by foreign fishermen. Her Majesty's Government felt disposed to allow the freedom of fishing that had prevailed since 1854 to continue for the season of 1886, on the distinct understanding that unless some satisfactory arrangement between the two countries should be made in the course of the year, such privileges would cease, and all concessions made in the treaty just about to expire be liable to withdrawal. Mr. Secretary Cardwell, in a despatch bearing date the 17th of March, 1866, refers to the near probability of some concessions on the subject of the tariff being made through a Bill then under the consideration of Congress, the prospect of a satisfactory arrangement appearing to the Colonial Office an additional reason for deferring the matter to another season.

The colonial authorities, whilst assuring Her Majesty's Government of their earnest wish to abstain from any act which could possibly embarrass them, and although actuated by a sincere desire to deal with the actual situation in a spirit of conciliation and liberality towards their neighbors, irrespective of whatever inconveniences and injuries might attend deferment of the just and valued rights of colonial subjects, experienced much difficulty in accepting the conclusion to which their assent was invited. A Minute of Council was adopted by the Canadian Executive on the 23rd of March, 1866, setting forth the grounds upon which they believed that the proposed policy could neither be carried out so as to avoid serious and lasting injury to the interests of the country, nor attain the purpose it was designed to effect. The intrinsic worth of the fisheries was pointed out, and also their value to the Confederation of the British North American Provinces, then in prospective, as a staple of extensive trade with foreign countries, a nursery for hardy seamen, and an inexhaustible resource for the industrial energies of our maritime population. The great and peculiar advantages which their exclusive working by British colonists would afford to the United Provinces was likewise dwelt upon.

The memorandum in question proceeded to say that:—

"The Canadian Government receive this expression of the opinion of Her Majesty's Government with the utmost respect, but they doubt whether its adoption would not, in the end, produce most serious evils. They fear there is no reasonable hope of satisfactory commercial relations being restored with the United States within the year. They think the prospect of attaining this result in the future will be greatly diminished if the United States fishermen continue to exercise the rights given by the late treaty. The withdrawal of their privileges a year hence will create more irritation then than now, as having the character of retaliation. The step, if taken now, is plainly and publicly known to be the consequence of the act of the United States. They, and not Great Britain, have cancelled the agreement, and voluntarily surrendered the right of fishing. The course suggested would certainly be regarded by the American people as evidence of weakness on the part of Great Britain, and of an indisposition to maintain the rights of the colonies, while it would disturb and alarm the Provinces. The determination to persist in encroachments, and in resistance to law, would be stronger by the impunity of the past year, and the danger of collision, when exclusion becomes necessary, would thus be much increased; while the value of the right of fishing, for the purpose of negotiation, would be diminished precisely in proportio n to the low estimate which the Province would thus appear to have placed upon it.

"The Committee would also respectfully submit to Her Majesty's Government that any apparent hesitation to assert an undoubted national right will certainly be

misconstrued and be made the ground for other and more serious exactions, till such a point is reached as neither country can recede from with honor."

Notwithstanding the strong opinions thus entertained, the Government of Canada reluctantly acquiescing in the suggestion of Her Majesty's Government, adopted the temporary expedient of issuing season licenses to United States fishing vessels, at a nominal tonnage rate, so as formally to preserve the right of sovereignty without occasioning any dangerous complications, such as were apprehended by the Imperial authorities. Under this provisional system any vessels attempting to fish without licenses, and refusing to procure them from the cruising officers, were to be removed from the fishing grounds and punished by confiscation.

The Executive Government of Nova Scotia gave to this expedient an unwilling assent. In a Minute of Council, dated the 9th of May, 1866, it was stated :—

"The Council, after the most serious deliberation, and with a view to meet the wishes, both of the Imperial Government and the Government of Canada, are compelled to state that they are of the opinion that any concession at this moment of the admitted rights of British subjects to the exclusive use of the inshore fisheries of British North America would be most impolitic and disastrous to the interests of British North America.

"The privilege of using these fishing grounds has been deliberately abandoned by the Government and Congress of the United States, and abundant notice was given to the people of that country by the official announcement made more than a year ago which abrogated the Reciprocity Treaty.

"If, under these circumstances, when the United States are exhausted by a four years' war and paralysed by an oppressive debt, any indecision is exhibited in the maintenance of these undoubted and admitted rights, and a temporizing policy substituted, which will be certain to be misconstrued, the Council believe that the prospect of obtaining a fair Reciprocity Treaty will be diminished, that the most injurious results will follow, and that the difficulties to be encountered a year hence in dealing with the question will be vastly enhanced."

"At the same time the Council entirely concur in the view enunciated by the Right Hon. the Secretary of State for the Colonies, recommending that, while firmly maintaining the exclusive right to the fishing grounds, the Local Governments should exercise all possible forbearance in pressing their rights, and the utmost caution in selecting the cases for enforcing the extreme penalty of confiscation. In this spirit the legislation of this Province has already been modified, so as to remove any reasonable cause of complaint on the part of the Government of the United States."

This expression of the views of the Government of Nova Scotia is referred to by the Secretary of State for the Colonies in a dispatch to Sir W. F. Williams, the Lieutenant-Governor, under date the 26th of May, 1866, in the following terms: "Her Majesty's Government trusts, on further consideration, and when the Executive Council are informed that there are reasonable grounds for hoping that before next season permanent arrangements may be made with the Government of the United States, they will feel themselves at liberty to withdraw their objections to a temporary arrangement for the year, which has received the cordial approval of Her Majesty's Government.

"I must distinctly inform you that on a matter so intimately connected with the international relations of this country, Her Majesty's Government will not be disposed to yield their own opinion of what it is reasonable to insist on, nor to enforce the strict rights of Her Majesty's subjects, beyond what appears to them to be required by the reason and justice of the case."

A further Minute of Council was passed by the Nova Scotian Executive, on the 21st of June following, expressing entire concurrence in the views held by the Government of Canada regarding the policy which they felt themselves constrained to adopt; and although adhering to the opinions already expressed, they recognized the necessity of accepting the suggestions of Her Majesty's Government, and accordingly withdrew all objections to the granting of licenses for that year.

In New Brunswick the same feeling of reluctance to grant licenses existed, but that Province followed the example of Canada, and assented to the license system, entirely out of deference to the wishes of Her Majesty's Government. Her Majasty's Government believed, then, as they even still express the hope, that some arrangement might be arrived at whereby satisfactory treaty arrangements may be secured; and notwithstanding that such a hope was at variance with the convictions of the Government of the other Provinces, they gave way to the wishes of Her Majesty's Government, on the understanding that the license system was to continue only for one year, in order to give an opportunity to the American Government to renew negotiations.

This license system continued throughout the years 1866 and 1867 with very unsatisfactory results. It proved quite inefficient in respect of enforcing compliance with its chief conditions, and equally ineffective with regard to the influence it was presumed to exercise towards inducing the United States Government to assist in merging it in some general measure of a permanent and satisfactory nature. The principal causes of its inefficiency and failure may be found in the extreme anxiety to avoid enforcing it wherever there was the least probability of United States citizens not voluntarily complying with it, the annotated instructions to the naval officers in command of Her Majesty's ships, issued by the Colonial Office, under date of 12th April, 1867, being conceived in this spirit. And also to the fact that amendments to the system suggested by the various naval commanders, and particularly by Admiral Sir James Hope, in a despatch to the Admiralty, dated the 3rd of August, 1866, such as were calculated to render it real and practically effective, were pronounced inexpedient by the Lords Commissioners of the Admiralty.

In order to illustrate the complete defeat of the license system, it is sufficient to note the simple fact of Her Majesty's cruisers not having, during these four seasons, detained a single American vessel, although it was notorious that great numbers of United States vessels were continually invading our limits, even after repeated warnings, a large proportion of which vessels, when afterwards boarded, were found to be still unfurnished with licenses.

American fishermen committed other infractions of the treaty of 1818, such as frequenting our harbors to transfer cargoes and take supplies, creating riots and disturbances, and setting the law at defiance, as witness the scene at Paspebiac, in Bay des Chaleurs, in 1869, and their refusal to pay harbor dues, at Magdalen Islands, during the present season, as reported by Commander Lavoie, in May last.

In his annual report for the year 1869 Commander Lavoie also says:—

"At Paspebiac there was a strong feeling against the crews of foreign schooners, who two or three times went ashore and committed all kinds of disorder; so much so, that the inhabitants were obliged to put night watchmen to guard their property, and secure themselves against the outrageous conduct of these people."

The effect of this system upon the American fishermen was practically a failure, as will be seen by the following statement, showing the number of licenses issued each year since 1866, and inclusive thereof:—

In 1866 there were	.....	354	Licenses
1867 do	.....	281	do
1868 do	.....	56	do
1869 do	.....	25	do

It will be perceived that in 1866, the first year of its adoption, the vigorous policy indicated in Lord Clarendon's despatch, before referred to, and a lively recollection of the numerous seizures and confiscations made by Her Majesty's cruisers and officers of the Nova Scotian Government prior to 1854, for violation of our fishery rights, induced a majority of the American fishermen who resorted to the Gulf that season to take out licenses, notwithstanding that they required to have three warnings given them by Her Majesty's cruisers before seizure could be effected. The following year only about two-thirds of these took licenses, while in 1868, when it came to be understood that the effect of the instructions issued by Her Majesty's Government, requir-

ing three warnings, was practically to nullify the whole system, the number taking licenses dropped, in 1868, to 56.

In 1867 the Canadian Government acted, as it also did in 1868 and 1869—called attention to this defective system—and Vice-Admiral Mundy, in his despatch of the 15th May, 1867, spoke of it thus :

" Since the termination of the Reciprocity Treaty of 1866, the system of warnings to trespassers has not realized the anticipations of the Government by which it was established in that year. Hence the desire of the present Dominion Executive to resort to the more stringent steps proposed in the Minutes of the Minister of Marine and Fisheries." The Admiral then gives the probable number of American vessels on the fishing grounds that season as 700. In 1869 Her Majesty's Government consented to the instructions being amended, so as only to require one warning, and notwithstanding that if seizures were to be made at all, the danger was immeasurably increased to foreign fishermen—during that year only 25 took out licenses, or about one in 28 of the estimated number of vessels on our coasts. On the 26th August, 1869, Mr. Vernon Lushington called the attention of the Admiralty to the fact " That the Admiral reports that an unusual number of fishing schooners belonging to the United States had arrived on the north shore of Prince Edward Island, but that only a few licenses had been demanded by the masters, who objected to pay the license duty of $2 per ton, and prefer to run the risk of being caught within the three mile limits." The impression prevailed amongst the Americans that Her Majesty's Government, in their great desire to avoid anything of an irritating tendency in the then temper of the American people towards Britain, arising out of their Alabama and other war grievances, would not make any seizures, and, as a matter of fact, notwithstanding repeated violations, no seizures were made. Under such circumstances, the system of licenses could not prove other than a most lamentable failure—and there was really no " substantial protection."

This sort of protection was of no avail, as affecting the interests of colonial fishermen, but simply ensured Americans in the practical enjoyment of the same privileges which they had enjoyed under the Reciprocity Treaty, and it saved the United States Government from all trouble and expense of maintaining a naval force in the Gulf.

It was, moreover, a manifest departure from the very terms on which the system was so originated, namely: " That any vessels attempting to fish without licenses will either be required to procure the license from the cruising officer, or will be removed from the fishing grounds," (*Vide* Minute of the Executive Council of Canada, dated 23rd March, 1866.) It also relieved Americans of any pressure, such as might influence their Government to desire a settlement of the disputes which prevailed up to 1854; and while it injured the business of Canadian fishermen, by affording facilities to foreigners, such as, together with a prohibitory duty on British-caught fish, enabled them to compete with our fishermen on unequal conditions, it also nullified whatever inducements to enter into a new commercial treaty would otherwise be held forth, by reason of an indirect countertax on their fishing and maritime industry.

Another ill-effect attending this continued indulgence towards Americans is remarked upon by Vice-Admiral Wellesley in the following extract from a despatch to the Secretary of the Admiralty, dated 18th November, 1869 :—

" Very few colonial vessels are engaged in fishing, owing to the almost prohibitory tariff imposed in the United States on fish imported in colonial vessels, and the colonial fishermen therefore, in considerable numbers, man the American vessels."

The Government of Canada should view with very serious concern the baneful effect on our maritime population of such dependence on American employers. It creates sympathy with foreign sentiments and institutions, and affords opportunities for instilling into the minds of our people ideas and expectations altogether inimical to British connection. There is actually presented to them the example of subjects of a Republican power and citizens of a foreign State prosecuting their calling at the very doors and in the exclusive limits of British subjects in Canada, who are themselves shut out of the markets of that country by a prohibitive tariff, adopted in the interest of their own fishermen, whilst ours cannot even enjoy their own exclusive

privileges. Can the immediate influence of these circumstances be otherwise than seductive of the loyal attachment and personal enterprise of our sea-board population? It also discourages the independent employment of Canadian fishing craft and provincial fishermen. It tempts our fishermen to catch and sell their fish clandestinely to United States owners of fishing vessels, who can afterwards market them in the United States, free of duty, as American-caught fish. This practice demoralizes our population, and accustoms them to violation of our own laws. The residents are induced to connive at other infractions of our treaty rights. The temporary and local advantages which these practices afford are of small account compared with the general injury done to our people. They militate also against our prospects of establishing an extensive fish trade with foreign countries, and others of the British possessions, and thereby developing the shipping and fishing industries of the Dominion, and creating a self-reliant and skilful class of fishermen and sailors, identified in property and affection with our national existence, and attached by past and present associations to Imperial interests.

A committee of the House of Assembly of Nova Scotia, in a report submitted to that body during the spring of 1867, represented that "the system of granting fishing licenses to American fishermen, adopted and practised during the last year by the Government of this and the adjoining Provinces, is viewed with deep regret, as nothing could more injuriously affect the fishing interests of the Province; and they cannot, in terms too emphatic, express their disapproval of the injustice done to our industrious and enterprising fishermen, in allowing American fishermen, upon nearly equal terms, to fish in our waters, side by side with the former, while the American market is virtually closed by a high tariff to their products."

The undersigned would now refer to a despatch of the Earl of Clarendon to Sir F. Bruce, the then British Minister at Washington, under date the 11th May, 1866, covering a proposition of Mr. Adams, American Minister at the Court of St. James, in which he proposes the appointment of a joint commission to settle the point in dispute in regard to the fishery privileges, which the undersigned hopes will not fail to be secured in any re-arrangement of the treaty. Such was the opinion of Nova Scotia, and it was largely shared in by the other Provinces of the Dominion. To the main points of such proposal Lord Clarendon cordially assented, but asked explanations as to the concluding clause, which read thus:—

"Pending a definite arrangement on the subject, the United States Government engages to give all proper orders to officers in its employment, and Her Britannic Majesty's Government engages to instruct the proper colonial or other British officers to abstain from hostile acts against British and United States fishermen, respectively."

His Lordship, in dealing with this paragraph, remarked:—

"And Her Majesty's Government would hold themselves entitled to maintain, pending the determination of the questions to be discussed, the principles for which they have heretofore contended, and to enforce all regulations and assert all rights which, previously to the conclusion of the Reciprocity Treaty, the British Government asserted and enforced. Therefore, if the purport of the concluding paragraph of Mr. Adam's paper is meant by the United States to involve an objection on the part of Her Majesty's Government to continue to allow, during the sitting of the commission, fishermen of the United States to enjoy in British waters the privileges under the Reciprocity Treaty which the Government of the United States have now renounced for their citizens, you will frankly state to Mr. Seward that into such an engagement Her Majesty's Government cannot enter.

"Her Majesty's Government are most desirous that the rights of the colonies should be so enforced as to give the least possible occasion for complaint or discuss on. They have cordially approved and have recommended to the Governments of the other British Provinces a proposal made by the authorities of Canada, that American fishermen should, for the present season, enjoy, under special licenses, the benefits conferred by the Reciprocity Treaty, and they will be glad to learn that the Lower Provinces have adopted an arrangement intended to prevent the change of circumstances from operating suddenly to the injury of the fishing interests of

citizens of the United States, but they cannot engage indefinitely to adhere to this system."

From this it will be evident that Her Majesty's Government at that time clearly decided,—

1st. That American fishermen should have only those rights which they had enjoyed from 1818 down to 1854; and

2nd. That they were resolved to enforce for British fishermen the full privileges they enjoyed during that period, and which were put in abeyance at that time by the operation of the Reciprocity Treaty; and

3rd. That the License arrangement was adopted only as a temporary arrangement, at the instance of Her Majesty's Government, and but for one year. If further evidence is necessary in reference to the latter conclusion, I would beg to refer to the despatches of the Right Hon. Edward Cardwell, the Secretary of State for the Colonies, under date the 12th April, 1866, addressed to the Lords of the Admiralty; also to the despatches of the same Right Hon. gentleman to Viscount Monck, then Governor General, under date of 21st April of same year, in which, referring to the Minute of the Canadian Council on this subject, he says:—

"I recognize in this Minute, with much pleasure, the moderation and forbearance shown by the Canadian Government.

"The suggestion that American fishermen should be allowed to fish during the current year in all provincial waters, upon payment of a moderate license fee, meets with the full approval of Her Majesty's Government; and I should inform the Governors of the Lower Provinces that I trust they will readily concur in it. In anticipation of this result, Sir James Hope will be entrusted to act upon it as soon as he shall have been informed that the arrangement is concluded."

To this arrangement the Province of Nova Scotia dissented in an earnest Minute of Council, which exhibits wonderful forecast of what has since occurred, and the Canadian and New Brunswick Governments assented only out of deference to the expression of Her Majesty's Government, that it was a temporary arrangement for one year, and adopted in the belief that before the year terminated arrangements would be made with the United States; but by despatch of 26th May, of same year, hereinbefore quoted, Mr. Cardwell informed the Lieutenant-Governor of that Province that the policy, as expressed by Her Majesty's Government, must be carried out.

This brings the history of this matter down to 1866, when the Colonial Government adopted the policy of Her Majesty's Government as a temporary expedient for the then present year, and in the belief that there were reasonable grounds for the hopes that they expressed of a permanent arrangement being arrived at with the United States.

The colonies believed—as they had a right to believe—that as the American Government had voluntarily terminated a treaty under which they received certain concessions—each party should revert to the *status quo* anterior to that treaty—and from the text of My Lord Clarendon's despatch of 11th May, 1866, before quoted, it is clearly implied that Her Britannic Majesty would continue to demand for the colonial subjects the same rights and privileges which they had enjoyed previous to 1854. But it appears from the letter of the Right Hon. the Secretary of State for the colonies, of the 12th April, 1866, before quoted, that a policy of concession had even then commenced. It is therein stated, "That Her Majesty's Government are clearly of opinion, by the convention of 1818, the United States have renounced the right of fishing, not only within three miles of colonial shores, but within three miles of a line drawn across the mouth of any British bay or creek. But the question of what is a British bay or creek is one that has been the occasion of difficulty in former times.

"It is, therefore, at present, the wish of Her Majesty's Government neither to concede, nor for the present to enforce, any rights in this respect which are in their nature open to any serious question. Even before the conclusion of the Reciprocity Treaty Her Majesty's Government had consented to forego the exercise of its strict right to exclude American fishermen from the Bay of Fundy, and they are of opinion

that during the present season that right should not be exercised in the case of the Bay of Fundy, and that American fishermen should not be interfered with, either by notice or otherwise, unless they are found within three miles of a line drawn across the mouth of a bay or creek which is less than ten geographical miles in width, in conformity with the arrangement made with France in 1839."

The Right Hon. Secretary further adds, that in case of seizure for infringement of the limits, if "it should become necessary to proceed to forfeiture, cases should, if possible, be selected for that extreme step, in which the offence of fishing has been committed within three miles of land. Her Majesty's Government do not claim that the prohibition to enter British bays should be generally insisted on, except where there is reason to apprehend some substantial invasion of British rights. And, in particular, they do not desire American vessels to be prevented from navigating the Gut of Canso (from which Her Majesty's Government are asked that they may be temporarily excluded), unless it shall appear that this permission is used to the injury of colonial fishermen or for other improper objects. I have it in command to make this communication to Your Lordships, as conveying the decision of Her Majesty's Government on this subject."

This despatch recedes from the rights claimed and exercised by British fishermen up to 1854, and from the position assumed by Lord Clarendon in his despatch to Mr. Bruce, in May, 1866, inasmuch as it,—

First. Places in abeyance the headland question, and

Second. Continues the exceptional permission granted in relation to the Bay of Fundy.

Third. It fixes the bays from which Americans shall be excluded as those under ten geographical miles in width;

Fourth. It requires that repeated warnings be given (fixed at three);

Fifth. That when seizures or forfeitures are made there, "it is desirable that they should be selected from vessels in which the offence was committed within three miles of land;"

Sixth. That Her Majesty's Government do not desire that vessels should be prevented from navigating the Gut of Canso, except it shall appear to be to the injury of colonial fishermen, or for other improper objects.

The undersigned would observe that these six points of concession or suspension of our rights were settled by Her Majesty's Government, by letter aforesaid, of 12th April, 1866, after Canada had reluctantly adopted their suggestions in reference to the license system, as may be seen by Minute of Council of 23rd March, 1866, without any previous consultation or approval of such policy by Canada, and against the positive protest of Nova Scotia, as before stated. The island of Prince Edward and the Province of New Brunswick also acted in harmony with their sister Provinces in the feeling of opposition to the policy proposed.

Mr. Secretary Seward proposed, through Her Majesty's Ambassador at Washington, on the 4th of June of the same year, to negotiate upon the basis of a reduction of the Customs duties on fish imports from the Provinces, in consideration of admitting American fishermen and fishing vessels to the free and unrestricted use of our waters. Such proposition was rejected by the Government of Canada (*See* Minute of Council, 18th June, 1866), and the Government of the United States were informed that no engagements could be entered into which could at all connect the admission of American fishermen and vessels to the desired privilege with a remission of duties proposed to be levied by the United States on provincial-caught fish. The licensing was continued at the request of Her Majesty's Government, during the year 1867, with the reluctant assent of the Provinces, such assent having again been given plainly out of deference to the policy of the Empire, and in the belief expressed by the Government, that there was still a prospect of arrangements being arrived at in reference to a trade treaty with the United States. On the 1st of July and 3rd of September, 1867, His Grace the Duke of Buckingham and Chandos, being then Colonial Secretary, addressed the Governor General of Canada, dealing with the question of a continuance of the policy of licensing and increase of the tonnage duty

payable for such license; and on the 21st of February, 1868, the then Governor General, by direction, submitted with these despatches a memorandum, containing four propositions as a possible means of dealing with the subject:

1st. To maintain the small fee (of 50 cents per ton, merely as an assertion of title).

2nd. To increase the fee to a sum representing the value of the liberty conceded.

3rd. To absolutely prohibit fishing by United States fishermen in colonial waters.

4th. To propose to the Government of the United States to admit their vessels and fishermen on condition of opening American markets to Canadian fishermen.

While the policy of the Colonial Office favored the continuance of the license system at an increase of $1 per ton, the Government, by Minute of Council, acting on the reports of the undersigned, respectively bearing date the 20th November, 1867, and 27th February, 1868, were clear and explicit in conveying their opinions that the first, second, and fourth propositions should not be entertained; that the third was the course which should be adopted, and that by total exclusion the American fishermen could alone be made to realize the importance of the privileges which they were permitted to enjoy. It was also again clearly asserted in these papers that the consent of the colonies to the licensing arrangement of 1866 was obtained on the faith of its continuance only for one year, and in the belief that the faith of Her Majesty's Government was pledged to its abandonment, and that they would not ask its continuance if the Americans failed to enter into trade arrangements of a satisfactory character.

In proof of this position, the undersigned may here quote a few extracts from the minutes referred to in the Minute of 20th November, 1867, where it is stated that—

"It was also remarked in this connection that the tonnage duty of 50 cents per ton then imposed was adopted for that year only, and must not, in any sense, be regarded as an equivalent for the advantages accorded."

It was also distinctly understood, "that unless some satisfactory arrangement between Great Britain and the United States, embracing the whole subject of reciprocal commercial relations, should be made during the course of the then current year, the special privileges thus allowed should be withdrawn;" and in the same Minute the belief was expressed that it was upon the faith of that promise alone that Nova Scotia and Prince Edward Island reluctantly gave their consent. It further states, in support of the same position, that—

"If their appeared at this juncture any near prospect of continued liberality and forbearance being exercised by the United States—if there was evinced an active desire to re-establish a fair interchange of the staple productions of the two countries, the peculiarity of our situation might not press with so great urgency. But unless, before the opening of another fishing season, some more equitable and permanent arrangement be effected, the existing provisional system ought wholly to cease."

In the Minute of 27th February, 1868, it was stated as an objection against continuing the license system, "that, besides its inadequacy, it is liable to the grave objection mentioned by His Excellency, of being likely to degenerate into a total relinquishment of the exclusive right of fishing. A continuation, even for another year, of this nominal license fee, which system, when established, was expressly limited to the first year, but has now extended over two years, ought, on no account whatever, to be proposed."

The Minute further goes on to state that "whatever may at present be determined on by Her Majesty's Government, unless before the advent of another fishery season some satisfactory arrangement shall be effected, the existing and any other merely provisional system ought wholly to cease, and all concessive liberties of fishing be absolutely withheld."

This Minute, in further stating the temporary character of the arrangement, observes that—

"Conscious of their rights, and equally anxious to obviate every possibility of estrangement between neighboring peoples, or of international difficulty between Great Britain and the United States, they would rather accept a further temporary

arrangement for the current year, provided it shall be made contingent on contemporary enquiries by a mixed commission of the nature indicated in the Earl of Clarendon's despatch of 11th May, 1866."

On several occasions, during the year 1868, the subject was again brought under the notice of Her Majesty's Government, and by a Minute of Council of the 5th, their attention was called to the fact that evils of a peculiar character were arising under the new system of licensing American fishermen, inasmuch as the Provinces, finding that their interests were neglected, and foreigners permitted to enjoy their fisheries against their will, were in danger of becoming Americanized in their views —in fact, the people of Prince Edward Island were, by permitting the Americans to ignore the enforcement of treaty obligations, bidding for the trade which our own fishermen should have enjoyed, but which Americans monopolized, and were thus injuring the neighboring Province of Nova Scotia, where the treaty was enforced. In the Dominion the natural rights of our people, so far as we had power, or would be permitted by Her Majesty's Government to enforce them, were enforced; and Americans, so far as related to the causes for which they had a right to enter our ports, were kept strictly to their treaty rights. Our Government precluded them from trading in our ports—from transferring cargoes from the fishing vessels to the freight and passenger steamers of their country, which visited our ports for the purpose of receiving their cargoes—while in the neighboring island of Prince Edward they were permitted as much license and liberty as a British subject. They bought fish, salt and barrels, sold and trafficked in fishing outfits, landed and stored their fish to be again re-shipped in the line of American steamers running from thence to Boston, and whose trade was built up by this illicit violation of treaty rights. Again, they purchased the fish of the island—shipped them as American fish—and thus got them into American markets free of duty, calling them American fish. The trade of the island was thus gradually becoming alienated, and the disregard of the authorities to the constant and continuous violations, on the part of Americans, of treaty stipulations, was doing much harm, as well to the trade of the adjoining Province of Nova Scotia as in sapping the loyalty of the people of the island. So serious did this become that it was made the subject of grave remonstrance on the part of Nova Scotians, and the Government of Canada despatched, as a special commissioner, the Hon. Stewart Campbell, M.P., to report thereon. His report fully maintained the facts as previously stated, and the subject being again brought under the notice of Council upon report of the undersigned, of 10th June, 1868, in which attention was called to the very unsatisfactory state of the fishery question, and suggesting that the attention of Her Majesty's Government be called thereto—the Government availed itself of the presence in England of two of the leading members of the Cabinet, viz., Sir George E. Cartier, Baronet, and the Hon. Wm. McDougall, C.B., and directed them "to secure a personal conference with the Secretary of State for the Colonies, with a view to the timely adoption of some permanent and satisfactory policy."

The report referred to, after giving a brief *resumé* of the fishery question, the course pursued by the British authorities and that followed by the United States, remarked upon the belief that was entertained by Her Majesty's Government, that the Americans would shortly resume their trade relations, which they, in 1866, so hastily abandoned, and upon the fallacy thereof it again referred to the fact that the license system was limited to the then current year, and stated "that during three successive seasons the same system has been continued—that it was each year renewed with manifest reluctance, attended, as it has been, by considerable loss and many inconveniences, occasioning impatient acquiescence on the part of the Maritime Provinces.

"The burdensome continuance of a system, originated as an amicable concession towards the neighboring States, does not seem to have met with the slightest appreciation. The sole practical effect of it has been to admit foreigners to a free use of our fisheries, whilst imposing on the Imperial and Provincial Governments the material expense of regulating such foreign participation in lucrative advantages, and incurring the cost of protecting British subjects in the concurrent use of privileges exclusively theirs by the laws and usages of civilized nations, and at the same time

guarding their own fishing grounds against substantial injury by American fishermen. Under all these circumstances, it is respectfully but earnestly submitted whether the system of licensing United States fishing vessels, avowedly a provisional one, and implying no principle, should now be absolutely discontinued, and that it shall in future give place to a definite policy of exclusion, agreeable to colonial interests and consistent with national dignity and right."

The gentleman referred to brought the matter under the notice of the Secretary of State, but without resulting in any change of policy.

The undersigned need not here especially deal with the despatch of Earl Granville, of 21st June, 1869, as it is dealt with in the report to Council of 20th December of the same year, but would observe that, notwithstanding all the representations which the Government of Canada had made against licensing foreign fishermen, the system was still maintained, though at an increased rate, and he would especially recall attention to the report referred to, and also to that of the 15th of same month, on the subject of trade and fisheries as bearing upon our relations with the United States. I may here state that some inducements were held out by the action of Congress, leading to a belief that arrangements for trade might be secured, and a conference was held upon the subject by Mr. Fish, on the part of the American Government, and Sir John Rose, on behalf of that of Canada, but with no practical effect; and though Mr. Rose was given to understand by the American Secretary of State that so soon as the opinions of certain leading statesmen could be obtained, he would invite the Government of Canada again to send delegates to meet him, no such invitation was sent; and notwithstanding the apparent change of sentiment indicated by the resolution of Congress alluded to, the President, in his Annual Address to Congress, on 4th December last, dispelled all hopes of such an arrangement, and the Government of Canada adopted the reports of the 15th and 20th of December, in which these remarks appear:—"But Her Majesty's Government cannot fail to be struck with the injustice to us, and the danger to the Empire, which attend an indefinite and temporizing policy; it is therefore respectfully recommended that, unless the course submitted in a former report of the 15th instant be pursued, the United States Government be at once urged to enter into a mixed commission, of the nature described in Earl Clarendon's despatch of 11th May, 1866, founded on suggestions offered by Mr. Adams. And that, pending the recommendations of such joint commission as may be adopted and confirmed by the respective Governments, an improved system of licensing American fishing vesse'ls shall be enforced, under regulations necessary to its effective operation, and limited positively to the ensuing year.

"In the event of the United States Government declining this proposal, the existing licenses, which expire with the closing year, should not be renewed, and a policy of entire exclusion from our fishing limits should be adopted and enforced."

To this Minute no answer was received until the 5th May, 1870, when Mr. H. J. Holland, for Earl Granville, under date 19th April last, sent a despatch to Sir John Young, of which the following is the text:—

"With reference to previous correspondence with respect to the protection of the Canadian fisheries, I have the honor to inform you that the Board of Admiralty have been requested to send to the Canadian waters a force sufficient to protect Canadian fishermen, and to maintain order."

In the meantime, however, the Canadian Government had passed an Order in Council, under date 8th January last, to the following effect, viz.:—

"That the system of granting fishing licenses to foreign vessels under the Act 31 Vic., chap. 61, be discontinued, and that henceforth foreign fishermen be not permitted to fish in the waters of Canada." They further provided that six vessels, similar to "La Canadienne," be employed for the protection of the fisheries, in addition to the two already engaged on that service, and they also recommend that Her Majesty's Government be requested to maintain on the fishing stations of Canada a sufficient naval force to prevent riotous conduct, and to protect the officers of the police in the discharge of their duty. In reference to the proposal of Lord Gran-

ville to support the local force, by the presence of only one vessel of war, the Minute stated that it considered this measure of support would be inadequate, and hoped that Her Majesty's Government may be instructed to increase it.

In dealing with the latter point, the undersigned, in his report of 20th December last, before referred to, remarked :—

" With further reference to the concluding portion of Earl Granville's despatch of 21st of June last, signifying the readiness of Her Majesty's Government to furnish for next year one vessel of war to assist in giving effect to regulations for protecting the fisheries, provided that the Canadian Government furnish, at their own cost, such other vessels as may be necessary, the undersigned would draw the attention of Council to the national character of this service as contra-distinguished from the municipal duty which it appears to be considered. It, in fact, involves important political considerations. The public right of fishing in the waters of British North America has been dealt with and disposed of in former times by Imperial authority, and has formed the subject of treaties or conventions with foreign powers. The differences which existed between the British and American Governments under the treaty of 1783 arose from concessions of fishing privileges in colonial waters made by the Imperial Government in favor of citizens of the United States; and the succeeding disputes which have arisen out of the convention of 1818 resulted from the terms of an arrangement made entirely by the Imperial authorities. Those disputes were the same that would have been revived at the termination of the Reciprocity Treaty had not a temporary postponement occurred through the licensing system. The Government of Canada did not desire to avoid their settlement. If, therefore, they are now to be still further postponed, in deference to the views of Her Majesty's Government, the people of Canada may reasonably claim that Imperial connection with the great question in suspense shall be duly represented by Her Majesty's ships. The purely local or municipal duties of guarding the coast and inshore fisheries within the limits of our territorial jurisdiction the Canadian authorities do not hesitate to assume, and will amply provide for; but in support of those national rights on which the whole question depends, it is respectfully submitted that a sufficient Imperial force should be maintained in colonial waters. Hitherto the number of war vessels detached for this service has been, according to the testimony of the commanding officers, altogether too few; and should the inadequacy of the force be further reduced to the small measure of one ship, the moral and material effect would, it is to be feared, prove as injurious to our interests as it is possible to conceive. Were an increased number of cruisers to be employed, the undersigned is prepared to recommend that they be supplemented by a sufficient number of sailing vessels, armed and equipped by the Canadian Government as a marine police, to enforce our fishery laws and protect our inshore fisheries. These vessels would be similar in build to the foreign fishing vessels, and well manned. The schooner 'La Canadienne,' now employed, is described by naval officers as very suitable to the duty, and has accomplished like duties for several years past in a most satisfactory manner. The others might be provided somewhat on that model. These auxiliary vessels could cruise close in shore, and accompany the fishing fleet, co-operating always with Her Majesty's ships, and furnished with licenses to be issued, if required, to foreign fishermen."

In pursuance of the policy indicated in that report, the Canadian Government directed that the force employed for the protection of the fisheries and maintained by them be supplemented by the addition of six vessels of the class of " La Canadienne," a style of vessel which was considered suitable for that service, and such as was recommended by the officers in command of Her Majesty's cruisers as most desirable, which was accordingly done, and the Canadian force was thus increased to one steamer and seven sailing vessels.

The Canadian Goverment also submitted to Parliament a Bill in amendment of the Act 31 Vic., chap. 61, which was passed, intituled: " An Act to amend the Act respecting fishing by foreign vessels," which abolished the necessity of giving any warnings to foreign fishermen before seizure, if found within our limits.

The Government of Canada also submitted special instructions to be given to the officers in command of these vessels, under date 14th April last, based upon those which had been previously approved by Her Majesty's Government in former years, varying only when the altered circumstances called for change. To a portion of these instructions exception was taken by Mr. Thornton—at the instance of Mr. Fish—the correspondence in reference to which will appear in the report to Council by the undersigned, under date of the 28th April last, and the Minute of Council thereon.

After the instructions before referred to were issued, the Governor General submitted to Council, on the 2nd May last, a copy of a cable telegram which he received from Lord Granville, dated 30th April last, in the following words:—

"Take steps to secure that American fishing vessels are not seized even between headlands, except within three miles' distance of the shore," and he asked that he might be furnished with an answer to be sent the Colonial Office, with a copy of the orders which had been given or which might be given to the commanders aforesaid. To this, Council, by Minute of the 3rd of May, replied as follows:—

"The Committee advise that Earl Granville be informed that steps have already been taken to provide against the seizure of American vessels under the circumstances above mentioned, and that the instructions to the officers in command of the vessels engaged in the protection of the fisheries (copies of which have been forwarded to the Colonial Secretary) contain special directions on the subject."

In agreeing to the above report, Council naturally concluded that the telegram of the 30th April had reference to and was to be read in connection with the instructions issued by Mr. Cardwell in April, 1866, and upon which the annual instructions of the Canadian Government were based for the past four years, and that if Her Majesty's Government had decided in any way to limit or abandon our rights to the fisheries of which we were in possession, that before doing so they would have consulted the Government of Canada upon the subject, or at least have explicitly informed them that they had so limited them, and in what particulars.

The Government was, however, somewhat surprised to receive, on the 25th of May last, a copy of a despatch from Lord Granville to Sir John Young, bearing date the 30th April last, informing the Governor General that his Lordship had transmitted to him a copy of a letter addressed to the Admiralty, respecting the instructions to be given to the officers of Her Majesty's ships employed in the protection of the Canadian fisheries, and stating "that Her Majesty's Government do not doubt that your Ministers will agree with them as to the propriety of these instructions to the vessels employed by them."

The letter referred to is as follows:—

"Downing Street, 30th April, 1870.

"In Mr. Secretary Cardwell's letter to the Lords Commissioners of the Admiralty, of the 10th April, 1866, it was stated that American vessels should not be seized for violating the Canadian fishery law, "except after wilful and persevering neglect of the warnings which they may have received; and in case it should become necessary to proceed to forfeiture, cases should, if possible, be selected for the extreme step in which the offence of fishing has been committed within three miles of land.

"The Canadian Government has recently determined, with the concurrence of Her Majesty's Ministers, to increase the stringency of the existing practice, by dispensing with the warnings hitherto given, and seizing at once any vessel detected in violating the law.

"In view of this change, and of the questions to which it may give rise, I am directed by Lord Granville to request that you will move their Lordships to instruct the officers of Her Majesty's ships employed in the protection of their fisheries that they are not to seize any vessel unless it is evident, and can be clearly proved, that the offence of fishing has been committed, and the vessel itself is captured, within three miles of land."

This despatch the Council read also in connection with the before named letter of Mr. Cardwell, of 1866, and did not conceive, although the language of it was scarcely consistent with the latter, that Her Majesty's Government meant to convey a

limitation in connection with the bays upon our coast, inasmuch as the Canadian Government was not advised of any alteration in that particular; and in the report to Council upon it, the text of which I have thought it desirable to give at length, it will be perceived that Council did not construe it to mean a restriction of the geographical limits of our jurisdiction, but mainly objected to that portion of the despatch which directed "that they are not to seize any vessel unless it is evident, and can be clearly proved, that the offence of fishing has been committed, and the vessel itself is captured, within three miles of land"

To the latter clause of this despatch, as to the place of capture, the Canadian Government has decided objection; it was a new feature in the instructions to Her Britannic Majesty's officers which had never before been given, was a further limitation of the means of preventing these encroachments, which it was the professed object of Her Majesty's cruisers to accomplish, and my Lord Granville was in error in assuming "that the Government of Canada would agree with them as to the propriety of these instructions," as will appear by the following report and the Minute of Council thereon.

Having reference to a despatch of the 30th ultimo from the Secretary of State for the Colonies, covering a communication of the same date from Sir Frederick Rogers to the Secretary of the Admiralty, directing attention to instructions given to officers of Her Majesty's ships employed in the protection of the fisheries of Canada, and desiring the Canadian Government to give corresponding directions to officers in command of the marine police vessels similarly engaged, the undersigned has the honor to submit that in certain respects Lord Granville's wish has been already provided for in the special instructions adopted by the Governor General in Council on the 14th instant.

The officers of Her Majesty's ships are, it is said, instructed "not to seize any vessel unless it is evident, and can be clearly proved, that the offence of fishing has been committed and the vessel itself is captured within three miles of land."

Attention is respectfully requested to a division of the instructions issued by the Government of Canada, headed "Action," by which it will be seen that exercise of the lawful power of peremptory and absolute detention is not contemplated on the first occasion, unless there be a wilful and persistent violation of the law; but such preliminary forbearance could not possibly be extended to any subsequent act of trespass. Another division of these instructions, headed "Directions," provides with great care against the possibility of any offending vessel being seized by the Canadian officers, except actually within three miles of land, and unless the commission of the offence can be clearly proved.

It is, however, intimated under the same head, that any offending vessel which may resist or avoid immediate seizure within three miles of land remains liable to capture for the offence committed by Canadian officers in the waters of Canada and by Imperial cruisers, wherever she may be afterwards found in British waters, and, in consequence, the Canadian officers are directed to communicate without delay the names of any vessels they shall have notified and accosted, or any which may escape or resist seizure; this proviso is consonant to the Acts relative to fishing by foreign vessels, as, besides the offence of being "found fishing," it is unlawful to "have been fishing, &c." (*Vide* 31 Vic., chap. 61, sec. 1., and amending Act).

"The undersigned begs to express the hope that the instructions suggested in Lord Granville's despatch to the Admiralty may not be interpreted so as to affect such liability. It is also understood that the term, "offence of fishing has been committed," occurring in the Admiralty instructions, to which the assent of the Canadian Government is invited, are to be construed conformably with the fishery laws, as, under these statutes, "preparing to fish" inshore constitutes an offence.

"The undersigned would, therefore, respectfully observe that while recommending acquiescence in so much of His Lordship's suggestion as consists with these special instructions, it is advisable to guard against any further practical modification of the strict right of entire exclusion, and also of summary action, than what has been already provided for in the very considerate instructions issued by the Canadian Government.

"There should, as far as it is possible, be uniformity of procedure in these particulars between Her Majesty's ships and the subsidiary force employed by Canada.

"With reference, however, to that part of Lord Granville's suggestion affecting the order to capture any foreign vessel liable to seizure only when the ship is actually within three miles of the coast, the undersigned considers it open to serious objection.

"Both the Imperial and colonial statutes, regulating fishing by foreign vessels, relate to jurisdiction in British waters. The system applied under them recognizes certain conventional limits as the basis of actual exclusion. But it would seem to be inconsistent, both with the provisions of these Acts and the object of defence, to admit of offending vessels avoiding all penal consequences of their trespass by simply passing an imaginary line out of colonial bounds, and yet being still within British jurisdiction, after having violated the provincial laws and infringed the treaty between Great Britain and the United States, and also the Imperial Act founded on the same. The peculiar facility with which foreign fishing vessels may cross and recross along this marine limit renders it possible that under shelter of the exemption resulting from any instruction of the nature suggested, trespassers may present the anomaly of escaping from the marine police of Canada to the quasi-protection of Imperial authority. The existence of such a rule must really invite illegal encroachments on the part of foreigners; and the immediate effect would be to encourage intruders to quicken their efforts to avoid detention and evade seizure, knowing that the capture of their vessels is certain only when caught, as it were, in the very act of trespass. It will certainly weaken the moral influence of any demand made by the officers in command of these Canadian vessels, depending, as they are instructed to do, on the material aid of Her Majesty's ships in case of violence, they being themselves unauthorized to fire upon and disable any vessel either offering resistance or endeavoring to escape seizure.

There is also to be considered the probable future reference to this exception in connection with any final settlement of the reserved question of headland lines. If, for instance, any foreign vessel having actually trespassed within three miles of the shore of the interior of the Bay des Chaleurs, and escaped from the municipal force of Canada, shall not be afterwards subject to seizure under British authority anywhere within the entrance to that bay, say inside of a line drawn across from Miscou to Point Maquereau (distant apart about fifteen miles), and where, in all other matters of a civil or criminal nature, Canada exercises provincial jurisdiction, it may imply waiver of both Canadian and British control *quo ad* exclusive rights of fishing. The Government having deliberated on and determined to maintain this essential point by several Orders in Council adopted since 1864, it is unadvisable to sanction any such dubious proceeding as might be in future pressed into service to support American views.

Occasion is taken again to refer to reports from this Department, dated 15th and 20th December last, in which this disputed part of the fishery question is referred to at length, and other previous reports enumerated; and the undersigned begs leave again to urge that Her Majesty's Government may be requested to bring it to a speedy settlement in the manner proposed by Lord Clarendon, in 1866, on the suggestion of the American Minister at London.

The undersigned would respectfully, but most earnestly, represent the tendency of any restriction of the kind proposed by Lord Granville on the support of Her Majesty's squadron, to mar the efficiency of this important service, and begs leave to recommend that Her Majesty's Government may be asked to instruct the commanding officer to receive and act upon whatever definite and reliable reports (with satisfactory particulars) of actual detection or escape, may be made by the officers in command of the Canadian Government vessels employed in protecting the inshore fisheries of Canada.

The action of Council thereon will appear by the Minute of 2nd instant, in which, after reference to the despatch, the Minute goes on to state that "They have also had before them the memorandum from the Hon. the Minister of Marine and Fisheries, to whom the above-mentioned despatch and enclosure were referred, and they respect-

fully report their concurrence therein, and advise that a copy thereof be transmitted by Your Excellency to Lord Granville as containing the views of the Canadian Government on the question referred to in the said despatch."

It will further be perceived, by reference to Minute of Council of 8th inst., that immediately upon receipt of the instructions issued by Vice-Admiral Wellesley, under the directions of Her Majesty's Government, a Minute of Council was passed in accordance therewith, and amongst other minor changes essential to secure uniformity, these words were added:—"It must be evident and susceptible of the clearest proof that the offence has been committed and the capture effected within the prohibited limits."

I need scarcely remind the Council of the great reluctance that they felt in thus narrowing our power of protecting the interests of our fishermen, nor the feeling of doubt and distrust as to the real intentions of Her Majesty's Government in relation to these fisheries which was forced upon them. It became evident that a personal remonstrance ought to be made by a member of the Canadian Government to the British Ministry. This course was shortly thereafter resolved upon, and the Hon. Alexander Campbell was despatched to London for the purpose of remonstrating with Her Majesty's Government, and urging them to insist upon a reference of the matters in dispute on the part of the Americans to a joint commission, or failing that, at once to enforce and secure the exclusive use of all those privileges and limits which British subjects enjoyed from 1818 up to their suspension by the Reciprocity Treaty in 1854.

Council had hoped that until the mission of Mr. Campbell should have enabled them to judge what they might expect as to the course Her Majesty's Government might hereafter pursue, that at least they would not be called upon to make fresh changes, or submit to any further limitations of their rights, and were surprised at the receipt of a copy of a telegram of the 6th instant, forwarded to the Governor General in Council, from My Lord Granville to Sir John Young, in the following words:—

"Her Majesty's Government hopes that the United States fishermen will not be, for the present, prevented from fishing, except within three miles of land, or in bays which are less than six miles broad at the mouth."

The Government were again surprised to find that a new and further limitation of the rights of the British people was resolved upon by Her Majesty's Government, inasmuch as in all former instructions foreign fishermen were excluded from bays which were less than ten geographical miles wide, while the telegram referred to limited the exclusion, for the first time, to "bays which were less than six miles wide at the mouth."

The question which naturally presented itself to the Canadian Ministry was, where is this to end? and to what extent are these concessions to be made? They felt it to be a duty they owed alike to Canada, for whose Government they were responsible, as to the whole British people, to remonstrate with Her Majesty's Ministers before issuing the required instruction, and on the 9th instant they adopted a Minute of Council, concurring in the report of the undersigned of the 8th instant, and requesting that a copy thereof should be sent to Lord Granville, for the information of Her Majesty's Government.

The report states that precautions have been already taken against seizure by Canadian officers of United States fishing vessels outside of three marine miles from land on the coasts of Canada, and further remarking upon the despatch, observes that:

"The termination of the Reciprocity Treaty by the United States, and the consequent cessation of the labors of the joint commission, embracing disputed points in the controversy suspended thereby, had the legitimate effect of leaving the inshore fishery rights just as they stood in 1854. The main point formerly in dispute, involving the definition of bays, &c., has never since been conceded by the Imperial or colonial authorities. It, on the contrary, has been steadily asserted, in all subsequent correspondence and transactions. The letter of the Secretary of State for the colonies, dated 12th April, 1866, expressly reserves it, and sets forth the opinion of Her

Majesty's Government as clear on this point. The Canadian Government was, however, desired to forego, "for the present," the strict enforcement of British rights in this respect, and "during the (then) present season" to accept a conventional arrangement affecting bays or creeks less than ten miles wide at their entrances.

"It was so accepted as part of the temporary system at that time proposed, but has shared with kindred provisions the disapproval repeated on various occasions by this Government during four years past. The policy adopted this year by Canada and approved by Great Britain would, in its entirety, supersede all provisional concessions heretofore subsisting. But, in deference to the obvious wishes of Her Majesty's Government, this policy has been carried out in the spirit of Mr. Cardwell's despatch, of 12th April, 1866, and the same conventional limit of ten miles will be again, for the present, observed. The Government of Canada ought not, therefore, to be now desired to recognize any further and fresh limitation of our exclusive rights, however temporary and guarded it may be intended to be made.

"This disputed matter has now been pending for upwards of twenty-five years, during which period the American Government has had frequent opportunities and has been specially invited to join in an equitable adjustment of the same. The fault that it is still unsettled and the source of difficulty attaches to the United States Government alone. Great Britain and Canada are mere defendants, as in possession of a natural right existing in fact and in law.

"The Council is aware that when the British Government, in 1845, opened the Bay of Fundy to American fishermen, as an amicable relaxation of treaty rights, the act was officially regarded as "a practical abandonment" by American authorities of the British construction of the convention of 1818. It was immediately followed by a demand for general application to all indents exceeding "six miles" in width. This extraordinary demand appears to have been for the moment acquiesced in by Lord Aberdeen, for peace sake, but was soon afterwards rejected by Lord Stanley, on the earnest remonstrances of the colonies. Another concession in the same direction, as proposed by Lord Granville (identical in the words of that ineffectual and unjust claim), may be similarly construed to our detriment. Thus, the whole policy of exclusion would be gradually subverted, and component parts of a question vital to the future welfare and interests of Canada become practically abandoned piecemeal.

"The peculiar concession now suggested would, it is believed, tend to create new differences with the United States, instead of promoting any final settlement of the existing controversy.

"Reference is particularly requested to reports of the 15th and 20th of December last, in which the whole matter in question is fully set forth. The conclusions arrived at were, that as the American Government had voluntarily terminated the treaty of 1854, and ever since failed to consider any propositions regarding an equivalent for the use of our inshore fisheries, notwithstanding an intermediate license system, which continued to United States citizens the same fishing privileges they had enjoyed under the Reciprocity Treaty, on merely formal conditions, all such concessions should be absolutely withdrawn, and our rights duly enforced, as they existed and were upheld anterior to that reciprocal compact.

"The undersigned, therefore, respectfully submits that the terms of the policy already adopted, and now in actual course of being carried out, should be strictly adhered to."

The undersigned would further observe that this "*resumé*" of the fishery question need not be embarrassed with the correspondence on the points raised, through Mr. Thornton, by the American Secretary of State, Mr. Fish, in relation to the text of the instructions given to the fishery officers commanding the marine police vessels in connection with the Magdalen Islands and Labrador, as it is not material to the main question, and has already been answered by reports and Minutes of Council of the 31st ult., and the 8th, 14th and 27th instant, it is necessary now to make reference to the Bay of Fundy.

Upon the concession made in relation to the correspondence, it will be found that, after the right of Americans to fish in that bay was discussed at length, the following

conclusion was arrived at by the then Foreign Minister, the Earl of Aberdeen, in his letter of the 10th May, 1845, in which, after reasoning upon the merits of the question, he states that:—

"The undersigned will confine himself to stating that, after the most deliberate re-consideration of the subject, and with every desire to do full justice to the United States, and to view the claims put forward on behalf of United States citizens in the most favorable light, Her Majesty's Government are, nevertheless, still constrained to deny the right of United States citizens, under the treaty of 1818, to fish in that part of the Bay of Fundy which, from its geographical position, may properly be considered as included within the British possessions."

Her Majesty's Government must still maintain—and in this view they are fortified by high legal authority--that the Bay of Fundy is rightfully claimed by Great Britain as a bay within the treaty of 1818; and they equally maintain the position which was laid down in the note of the undersigned, dated the 15th of April last, that with regard to the other bays on the British American coast no United States fisherman has, under that convention, the right to fish within three miles of the entrance of such bays, as designated by a line drawn from headland to headland at that entrance.

But while Her Majesty's Government still feel themselves bound to maintain these positions as a matter of right, they are, nevertheless, not insensible to the advantages which would accrue to both countries from a relaxation of the exercise of that right—to the United States, as conferring a material benefit on their fishing trade; and to Great Britain and the United States conjointly and equally, by the removal of a fertile source of disagreement between them.

Her Majesty's Government are also anxious, at the same time that they uphold the just claims of the British Crown, to evince, by every reasonable concession, their desire to act liberally and amicably towards the United States.

The undersigned has accordingly much pleasure in announcing to Mr. Everett, the determination to which Her Majesty's Government have come, to relax in favor of the United States fishermen that right which Great Britain has hitherto exercised, of excluding these fishermen from the British portion of the Bay of Fundy, and they are prepared to direct the colonial authorities to allow, henceforward, the United States fishermen to pursue their avocations in any part of the Bay of Fundy, provided they do not approach, except in the cases specified in the treaty of 1818, within three miles of the entrance of any bay on the coast of Nova Scotia or New Brunswick.

This concession, made by Lord Aberdeen in the interest of peace, and in the belief that it would have been reciprocated by the United States, and that his suggestion of their taking off the duties from British-caught fish going into the United States would have been acted upon, was not realized.

An American writer, in dealing with this subject (see page 424 of United States Senate documents of years 1852-3), says:—

"The opening of the Bay of Fundy, considered in itself alone, though nominally confirming the interpretation of the treaty which the colonial authorities had set up, was, in fact, a practical abandonment of it, and we have the highest assurance that the British Government contemplated the further extension of the same policy, by the adoption of a general regulation that American fishermen should be allowed freely to enter all bays of which the mouths were more than six miles wide."

This communication was frustrated by the strong remonstrance of the Governments of Nova Scotia and New Brunswick, fortified by an able and elaborate opinion of the then Attorney-General, now the Master of the Rolls of Nova Scotia, on the legal rights of the colonists, in which, after indicating the legal rights of the latter, he says:—

"The colonists cannot understand the principle upon which concession in any form should be granted to the American people in a case avowedly touching the highest ground of national policy, even, although concession did not involve consequences, as it unhappily does in the present case, both immediately and remote, most injurious to colonial interests."

He further says: "We believe the treaty does exclude them, and we but ask a judicial enquiry and determination before these valuable privileges are relinquished; the highest law opinions in England have justified our belief. Her Majesty's Government, in theory, avows and maintains it."

The case was finally submitted to the British law officers of the Crown in a case put by the Legislature of Nova Scotia. The Advocate-General and Attorney-General of England gave, as their opinion, "That, by the terms of the convention, American citizens were excluded from any right of fishing within three miles from the coast of British America, and that the prescribed distance of three miles is to be measured from the headlands or extreme points of land next the sea, of the coast, or of the entrance of bays or indents of the coast, and, consequently, that no right exists on the part of American citizens to enter the bays of Nova Scotia, there to take fish, although the fishing, being within the bay, may be at a greater distance than three miles from the shore of the bay; as we are of opinion that the term 'headland' is used in the treaty to express the part of the land we have before mentioned, including the interior of the bays and the indents of the coast."

The colonies sent a delegation and strong remonstrances to Her Majesty's Government, and on the 17th September, 1845, Lord Stanley thus wrote to the Governor of Nova Scotia, respecting the policy of granting permission to the fishermen of the United States to fish in the Bay des Chaleurs, and other large bays of a similar character, on the coasts of New Brunswick and Nova Scotia; and apprehending, from your statements, that any such general concession would be injurious to the interests of the British North American Provinces, "We have abandoned the intention we had entertained on the subject, and shall adhere to the strict letter of the treaties which exists between Great Britain and the United States relative to the fisheries in North America, except in so far as they may relate to the Bay of Fundy, which has been thrown open to the North Americans under certain restrictions."

Mr. Webster, in notifying fishermen, after the decision of Her Majesty's Government, and after dealing with this question and citing the above remarks, states: "It is this construction of the intent and meaning of the convention of 1818 for which the colonies have contended since 1841, and which they have desired should be enforced—this the English Government has now, it would appear, consented to do."

Yet, notwithstanding this amount of authority in support of the colonial claim, no sooner was the concession made as a matter of favor to the Americans to fish in the Bay of Fundy, than they claimed that the concession settled the question as a matter of right, and that in its operation it should be applicable to all bays, and the practical effect has been largely to encourage trespassers.

It will be further seen, by reference to the despatch of Mr. Everett, in reply to Lord Aberdeen's despatch of 10th March, 1845, as regards the concession in reference to the Bay of Fundy that no sooner was that generous concession made than a new and further one was demanded, viz.:—admission into the smaller bays of the coasts of Nova Scotia and New Brunswick, within the Bay of Fundy. This, of course, was not conceded by Her Majesty's Government.

This further concession, which is now, by the despatch of the 6th instant, temporarily made, limits the exclusion from bays only of less than six miles wide, in place of, as formerly, from all bays less than ten miles wide—is the same concession, which was on the eve of being agreed to by the then Earl of Aberdeen, and which was arrested by the late lamented Early of Derby, then Lord Stanley, on the strong remonstrances of the colonists, and will, it is to be feared, if not at once withdrawn, be viewed by foreigners, not as an act of grace nor a concession of a temporary character, but will, in future years, as in the Bay of Fundy concession, be claimed, and its continuance demanded as a matter of right—and, under any circumstance, inure to our disadvantage, if the reference asked for is obtained.

The undersigned would now call attention to the question of the navigation of the Gut of Canso in connection with the fishery question.

The points which present themselves are,—

1st. What are the national rights in relation to the navigation and user thereof by foreigners, and have British subjects the exclusive right thereto?

2nd. Have the Americans ever obtained any treaty rights from Great Britain to use it in common?

3rd. What have been the restrictions against foreigners in its user, and what jurisdiction has Great Britain or the Province of Nova Scotia exercised over it?

In order to a clear appreciation of the case, it may be stated that the Strait of Canso is a narrow strip of water or arm of the sea connecting the Bay of Canso, which opens into Chedabucto Bay on the eastward, with St. George's Bay, opening into the Straits of Northumberland, in the Gulf of St. Lawrence. Its dimensions are described by Admiral Bayfield, in the report of his survey of the coast, vol. 11., as follows:—

"The length of the passage through the Gut from the lighthouse at the north entrance to the lighthouse on Eddy Point, at the south entrance, is 14½ miles, and its least breadth between Bolache Point and Cape Porcupine is 4½ cables" (or under half a mile).

It is bounded on both sides by counties which now form part of the Province of Nova Scotia, and in no portion of its length between the points referred to is the width up to two miles.

Under such circumstances, it would seem that, beyond any doubt, international law would vest the absolute control and the exclusive uses of such gut, strait or arm of the sea, within the exclusive territorial jurisdiction of the country which controls both shores.

"The maritime territory of every State extends to the ports, harbors, bays, mouths of rivers and adjacent parts of the sea inclosed by headlands belonging to the same State. The general usage of nations superadds to this extent of territorial jurisdiction a distance of a marine league, or as far as a cannon shot will reach from the shore, along all the coasts of the State. Within these limits (*i. e.* the ports, harbors, bays and mouths of rivers and adjacent parts of the sea inclosed by headlands, with three marine miles superadded) its rights of property and territorial jurisdiction are absolute, and exclude those of every other nation."—"Elements of International Law," p. 320. By Henry Wheaton, LL.D. Second annotated edition, by W. B. Lawrence, Boston, 1864.

"Navigable rivers, which flow through a territory, and the sea coast adjoining it, and the navigable waters included in bays, and between headlands and arms of the sea, belong to the sovereign of the adjoining territory, as being necessary to the safety of the nation, and to the undisturbed use of the neighboring shores."—"Kent's Commentaries," p. 25.

"The property and dominion of the sea might belong to him who is in possession of the lands on both sides, though it be open above as a gulf, or above and below as a strait, provided it be not so great a part of the sea, as when compared with the lands on both sides, it cannot be supposed to be a portion of them."—*Grotus de jure belli et pacis, L.* 11.

"The exclusive right of domain, and territorial jurisdiction of the British Crown, have immemorially extended to the bays or portions of the sea cut off by lines drawn from one promontory to another, along the coasts of the island of Great Britain. They are commonly called the King's Chambers. A similar jurisdiction or right of domain is also asserted by the United States over the Delaware Bay, and other bays and estuaries, as forming portions of their territory. Other nations have claimed a right of territory over bays, gulfs, straits, mouths of rivers and estuaries, which are enclosed by capes and headlands along their respective coasts, and the principle would seem to be pretty well established as a rule of international law."—"International Law." By H. W. Halleck, A.M., San Francisco, 1861.

"Gulfs and channels or arms of the sea are, according to the regular course, supposed to belong to the people with whose lands they are encompassed."—Poppendorf "Law of Nature and Nations," L. iv.

"All we have said of the parts of the sea near the coast may be said more particularly and with greater reason of roads, bays and straits, as still more capable of being possessed, and of greater importance to the safety of the country. But I speak of bays and straits of small extent, not of those great tracts of sea to which these names are sometimes given, as Hudson Bay and the Straits of Magellan, over which the empire cannot extend, still less a right of property."—"The Law of Nations," by Mons. de Vattel, new edition, by Jos. Chitty, Esq.; annotated by C. D. Ingraham, Esq., Philadelphia, 1858.

"According to the current of modern authority, the general territorial jurisdiction extends into the sea as far as a cannon shot will reach,* and no further, and this is generally calculated to be a marine league."—"Kent's Commentaries," p. 29.

"Considering the great extent of the line of the American coasts, we have a right to claim, for fiscal and defensive regulations, a liberal extension of maritime jurisdiction; and it would not be unreasonable, as I apprehend, to assume, for domestic purposes, connected with our safety and welfare, the control of the waters on our coasts, though included within lines stretching from quite distant headlands, as, for instance, from Cape Ann to Cape Cod, and from Nantucket to Mauntauck Point, and from that point to the Capes of the Delaware, and from the south of Cape Florida to the Mississippi."—"Kent's Commentaries," pp. 29 and 30.

"It is difficult to draw any precise or determinate conclusion, amidst the variety of opinions, as to the distance to which a state may lawfully extend its exclusive dominion over the sea adjoining its territories, and beyond those portions of the sea which are embraced by harbors, gulfs, bays and estuaries, and over which its jurisdiction unquestionably extends. All that can be reasonably asserted is, that the dominion of the sovereign of the shore over the contiguous sea extends as far as is requisite for his safety, and for some lawful end."—"Kent's Commentaries," p. 29.

The preceding dicta should be born in mind, with especial reference to the plea set up by American Ministers that the limit of maritime jurisdiction claimed by Chancellor Kent is with respect to "belligerent puposes;" and that the principle of drawing lines from distant headlands does not sanction such a definition of marine bounds as affecting territorial jurisdiction and piscary. Is not fishery a "lawful end," and are not the fishing pursuits of citizens "purposes connected with our safety and welfare?"

For purely belligerent purposes Great Britain takes sixteen miles of outside sea as the limit, and the United States takes much more, both estimating the distance "from a right line drawn from one headland to another"—Chancellor Kent, p. 30.

In Nova Scotia, from 1825 up to 1854, much excitement prevailed in reference to this question of the fisheries, and with it the navigation of the Gut of Canso.

In 1841 the House of Assembly of Nova Scotia proposed the following questions for the consideration of Her Majesty's legal advisers, dated 8th June, 1841:—

*"When the U. S., by the treaty of 1818, solemnly renounced for ever the right to fish within three miles of the coasts, bays, creeks or harbors of certain portions of North America, the stipulation was neither extraordinary nor extravagant. It is matter of common history that sea-girt nations claim peculiar rights within a league of their shores; and equally plain that, according to the maxims of international law, this claim is defined by lines drawn not only between the formation of bays, but from the headlands of indentations of the coasts."—Memorials to Her Majesty, 2nd September, 1852.

"It would appear that by a strict and rigid construction of this article, fishing vessels of the United States are precluded from entering into the bays or harbors of the British provinces, except for the purposes of shelter, repairing damages and obtaining wood and water. A bay, as is usually understood, is an arm or recess of the sea entering from the ocean between capes or headlands; and the term is applied equally to small and large tracts of water thus situated. It is common to speak of Hudson Bay, or the Bay of Biscay, although they are very large tracts of water."

"The British authorities insist that England has a right to draw a line from headland to headland, and to capture all American fishermen who may follow their pursuits inside of that line. It was undoubtedly an oversight in the convention of 1818 to make so large a concession to England, since the United States had usually considered that those vast inlets or recesses of the ocean ought to be open to American fisermen as freely as the sea itself, to within three marine miles of the shore."—Mr. Secretary Webster, 6th July, 1852.

"No United States fisherman has, under the convention (1818), the right to fish within three miles of the entrance of such bays as are designated by a line drawn from headland to headland at their entrance."—Lord Aberdeen's despatch to Mr. Everett, 10th March, 1845.

"I. Whether the treaty of 1783 was annulled by the war of 1812, and whether citizens of the United States possess any right of fishery in the waters of the Lower Provinces other than ceded to them by the convention of 1818; and if so, what right?

"II. Have American citizens the right, under that convention, to enter any of the bays of this Province to take fish, if, after they have so entered, they prosecute the fishery more than three marine miles from the shores of such bays; or should the prescribed distance of three marine miles be measured from the headlands, at the entrance of such bays, so as to exclude them?

"III. Is the distance of three marine miles to be computed from the indents of the coasts of British America, or from the extreme headlands, and what is to be considered a headland?

"IV. Have American vessels, fitted out for a fishery, a right to pass through the Gut of Canso, which they cannot do without coming within the prescribed limits, or to anchor there, or to fish there; and is casting bait to lure fish in the track of the vessel fishing, within the meaning of the convention?

"V. Have American citizens a right to land on the Magdalen Islands, and conduct the fishery from the shores thereof, by using nets and seines; or what right of fishery do they possess on the shores of those islands, and what is meant by the term shore?

"VI. Have American fishermen the right to enter the bays and harbors of this Province for the purpose of purchasing wood, or obtaining water, having provided neither of these articles at the commencement of their voyages, in their own country; or have they the right only of entering such bays and harbors in cases of distress, or to purchase wood and obtain water after the usual stock of those articles for the voyage of such fishing craft has been exhausted or destroyed?

"VII. Under existing treaties, what rights of fishery are ceded to the citizens of the United States of America, and what reserved for the exclusive enjoyment of British subjects?"

Upon which, on the 30th August, 1841, the following joint opinion of the Queen's Advocate-General and Her Majesty's Attorney-General of England was given:—

"My Lord,—We are honored with Your Lordship's commands, signified in Mr. Backhouse's letter of the 26th March, stating that he was directed to transmit to us the accompanying letter from the Colonial Office, enclosing the copy of a despatch from the Lieutenant-Governor of Nova Scotia, enclosing an Address to Her Majesty from the House of Assembly of that Province, complaining of the continued encroachments of American fishermen on the fishing grounds of Nova Scotia, and the adjoining colonies, and praying that Her Majesty would establish, by an Order in Council, general regulations for the protection of the fisheries, according to the code annexed to the Address.

"Mr. Backhouse is pleased to request that we would take these papers into consideration, and report to Your Lordship our opinion, whether there is anything in the proposed regulations which would be inconsistent with the stipulations of the convention of the 20th October, 1818, between Great Britain and the United States of America.

"We are also honored with Mr. Backhouse's letter of the 19th April, stating that he was directed to transmit to us a further letter from the Colonial Office, dated the 16th instant, enclosing the copy of a despatch from the Lieutenant-Governor of Nova Scotia, covering a copy of an Address from the Legislative Council of that Province, objecting to one of the above mentioned regulations proposed by the House of Assembly, in the Session of 1838, and to request that we would take these matters into consideration, in addition to those referred to in his letter of the 26th March last, and that we would report to Your Lordship, at our earliest convenience, our opinion thereon.

"We are also honored with Mr. Backhouse's letter of the 8th June, stating that he was directed to transmit to us the accompanying letter from the Colonial Office,

together with the copy of a despatch from the Lieutenant-Governor of Nova Scotia, enclosing a copy of a report of the House of Assembly, on the subject of the fisheries of that province, and also enclosing a case for opinion, as to what rights have been ceded to the citizens of the United States of America, and as to what rights have been exclusively reserved to Her Majesty's subjects, and to request that we would take these papers into consideration, and report to Your Lordship our opinion on the several questions stated in the case above mentioned.

"We are also honored with Mr. Backhouse's letter of the 5th ultimo, stating that he was directed to transmit to us a correspondence, as marked in the margin, which has passed between the Foreign Office and Mr. Stephenson, the American Minister at this Court, and the Colonial Department, on the subject of a remonstrance addressed by Mr. Stephenson against the proceedings of the authorities in Nova Scotia towards American fishing vessels, encroaching on the fisheries of that coast, and to request that we would take these papers into consideration, and to report to Your Lordship our opinion thereupon.

"1st Query.—In obedience to Your Lordship's commands, we have taken these papers into consideration, and have the honor to report that we are of opinion that the Treaty of 1783 was annulled by the war of 1812; and we are also of opinion that the rights of fishery of the citizens of the United States must now be considered as defined and regulated by the convention of 1818; and with respect to the general queston 'if so, what right,' we can only refer to the terms of the convention, as explained and elucidated by the observations which will occur in answering the other specific queries.

"2nd and 3rd Queries.—Except within certain defined limits, to which the query put to us does not apply, we are of opinion that by the terms of the convention American citizens are excluded from any right of fishing within three miles of the coast of British America, and that the prescribed distance of three miles is to be measured from the headlands, or extreme points of land next the sea, or the coast, or of the entrance of bays, or indents of the coast; and, consequently, that no right exists, on the part of American citizens, to enter the bays of Nova Scotia, there to take fish, although the fishing being within the bays, may be at a greater distance than three miles from the shore of the bay as we are of opinion that the term 'headland' is used in the treaty to express the part of the land we have before mentioned, including the interiors of the bays and the indents of the coast.

"4th Query.—By the convention of 1818 it is agreed that American citizens should have the liberty of fishing in the Gulf of St. Lawrence, and within certain defined limits, in common with British subjects; and such convention does not contain any words negativing the right to navigate the Passage or Strait of Canso, and, therefore, it may be conceded that such right of navigation is not taken away by that convention; but we have now attentively considered the course of navigation to the Gulf by Cape Breton, and likewise the capacity and situation of the Passage of Canso, and of the British possessions on either side; and we are of opinion that, independently of treaty, no foreign country has the right to use or navigate the Passage of Canso; and, attending to the terms of the convention, relating to the liberty of fishing to be enjoyed by the American citizens, we are also of opinion that that convention did not, either expressly or by necessary implication, concede any such right of using or navigating the passage in question. We are also of opinion that casting bait, to lure fish in the track of any American vessels navigating the passage, would constitute a fishing, within the negative terms of the convention.

"5th Query.—With reference to the claim of a right to land on the Magdalen Islands, and to fish from the shores thereof, it must be observed that by the convention the liberty of drying and curing fish (purposes which could only be accomplished by landing) in any of the unsettled bays, &c., of the southern part of Newfoundland, and of the coast of Labrador, is specifically provided for; but such liberty is distinctly negatived in any settled bays, &c., and it must, therefore, be inferred, that if the liberty of landing on the shores of the Magdalen Islands had been intended to be conceded, such an important concession would have been the subject of express

stipulation, and would necessarily have been accompanied with a description of the inland extent of the shore over which such liberty was to be exercised, and whether in settled or unsettled parts; but neither of these important particulars are provided for, even by implication, and that, among other considerations, leads us to the conclusion that American citizens have no right to land, or to conduct the fishery, from the shores of the Magdalen Islands. The word 'shores' does not appear to have been used in the convention in any other than the general or ordinary sense of the word, and must be construed with reference to the liberty to be exercised upon it, and would, therefore, comprise the land covered with water, as far as could be available for the due enjoyment of the liberty granted.

"6th Query.—By the convention, the liberty of entering the bays and harbors of Nova Scotia for the purpose of purchasing wood and obtaining water is conceded in general terms, unrestricted, by any condition expressed or implied, limiting the enjoyment to vessels duly provided with those articles at the commencement of their voyage; and we are of opinion that no such condition could be attached to the enjoyment of the liberty.

"7th Query.—The rights of fishing ceded to the citizens of the United States, and those reserved for the exclusive enjoyment of British subjects, depend altogether upon the convention of 1818, the only existing treaty on this subject between the two countries, and the material points arising thereon have been specifically answered in our replies to the preceding queries."

The Parliament of that Province took action upon the encroachments of the Americans, and an Address was forwarded to the British Government upon the subject of the fisheries, as well as upon the navigation of the Gut, and the Attorney-General of that Province was directed by Lord Falkland to prepare a report on the various questions referred to, which he did, under date 16th June, 1845. Again, on three separate occasions, prior to 1851, efforts were made to bring under the notice of Her Majesty's Government the desirability of exercising their right to close the Gut of Canso against foreigners. Again, in 1851, the same Parliament made a fourth report upon the subject of closing Canso, based upon the action of Mr. Stevenson, then United States Minister to England, in a letter addressed to Lord Palmerston, then Foreign Minister, in which he objects to the closing of the Strait of Canso against American fishermen, upon the ground that at the time of the treaty of 1818 one side of it was divided by Cape Breton, and the other by Nova Scotia, and that the union of the two could not be held to vest the right in Nova Scotia. In reply to this assertion, Lord Falkland contended that Her Majesty's exclusive property and dominion in the Strait of Canso is maintainable upon the principles of international law already referred to, and which it is considered will equally apply whether the shore on either side forms part of the same Province or of different Provinces belonging to Her Majesty. This Strait is very narrow, not exceeding one mile in width, and its navigation is not necessary for communication with the space beyond, which may be reached by going round the island of Cape Breton.

It will be seen by the authorities hereinbefore quoted that the opinions of Chancellor Kent agreed with the opinion put forward by the British law officers of the Crown, and justified the conclusions at which they arrived, that "no foreign power, independently of treaty, has any right to navigate the Passage of Canso."

Again, the Province of Nova Scotia, for upwards of forty years, has exercised a control over the Strait of Canso, and imposed a tonnage due upon all vessels navigating the same for the support of the lights upon her coasts, and enforced the payment of the same. Such exercise of authority has never been disputed, and Nova Scotia has, by her enactments, legislated both for the obstruction and the restriction of the rights of foreigners in relation thereto. The object, on the part of the Americans, in inserting the Article I of the treaty referred to, was to secure certain privileges in connection with the fisheries, to which they were not entitled by the law of nations. Those are enumerated—it covered certain rights of fishing under limitations—it gave the right to land, to dry and cure fish, in certain inhabited districts, and gave permission to enter bays, coasts and harbors, for the purpose of shelter, and of repairing

damages therein, of purchasing wood and obtaining water; but in no part of the treaty is there any reference to their right to navigate the Passage or Strait of Canso, and as they have no right by the law of nations, and obtained none by treaty, they are clearly proscribed from setting up such a claim.

That portion of the convention of 1818 which relates to the fishery question, is in the following words:—

"ART. I.—Whereas differences have arisen respecting the liberty claimed by the United States, for the inhabitants thereof to take, dry and cure fish on certain coasts, bays, harbors and creeks of His Britannic Majesty's dominions in America, it is agreed between the high contracting parties that the inhabitants of the said United States shall have, for ever, in common with the subjects of His Britannic Majesty, the liberty to take fish of every kind on that part of the southern coast of Newfoundland which extends from Cape Ray to the Rameau Islands, on the western and northern coast of Newfoundland, from the said Cape Ray to the Quirpon Islands, on the shores of the Magdalen Islands, and also on the coasts, bays, harbors and creeks, from Mount Joly, on the southern coast of Labrador, to and through the Straits of Belleisle, and thence northwardly indefinitely along the coast, without prejudice, however, to any of the exclusive rights of the Hudson Bay Company; and that the American fishermen shall also have liberty, for ever, to dry and cure fish in any of the unsettled bays, harbors, and creeks of the southern part of the coast of Newfoundland, hereabove described, and of the coast of Labrador; but so soon as the same, or any portion thereof, shall be settled, it shall not be lawful for the said fishermen to dry or cure fish at such portion so settled, without previous agreement for such purpose with the inhabitants, proprietors, or possessors of the ground.

"And the United States hereby renounce, for ever, any liberty heretofore enjoyed or claimed by the inhabitants thereof, to take, dry, or cure fish, on or within three marine miles of any of the coasts, bays, creeks, or harbors of Her Britannic Majesty's dominions in America, not included within the above mentioned limits; provided, however, that the American fishermen shall be admitted to enter such bays or harbors, for the purpose of shelter and of repairing damages therein, of purchasing wood, and of obtaining water, and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying, or curing fish therein, or in any other manner whatsoever abusing the privileges hereby reserved to them"

It will thus be apparent that no such right was created by treaty, and therefore no such right exists.

In April, 1841, Lord Falkland, in dealing with this whole fishery question, stated that "the greatest anxiety is felt by the inhabitants of this Province (Nova Scotia), that the convention with the Americans, of 1818, should be strictly enforced;" and, while stating the efforts of that Province in fitting out armed vessels to protect her rights, suggested that additional vessels of the navy be sent to supplement their efforts; and between that time and November, 1842, two additional reports of the Committee of the Legislature of Nova Scotia, upon the same subject, were forwarded to Her Majesty's Government, when the late Earl of Derby (who was then Lord Stanley) informed the Nova Scotians that, "as regards the fisheries, the precautions taken by the Provincial Legislature appear adequate to the purpose, and that being practically acquiesced in by the Americans, no further measures are required."

It would, therefore, appear that the active enforcement of the headland lines, and the exclusion from the Gut, was, in November, 1842, in the opinion of Lord Stanley, acquiesced in by the Americans, and was, as a matter of fact, actively enforced.

The foregoing statement brings the history of this question down to the present time, and the undersigned will now resume the consideration of the despatch of my Lord Granville to Sir John Young, of the 6th instant, before referred to, and the memorandum of His Excellency the Governor General, of the 22nd inst., thereupon.

It has already been stated in compliance with the command of His Excellency, by the direction of Lord Granville, that the instructions to the above fishery officers should be altered, and a report embodying that policy has been submitted.

It is, however, the duty of Council carefully to consider the despatch referred to, and as it is one of so much importance, the points in which involve such serious considerations on the part of Canada, it is given at length. It states:—

"In your despatch of 4th May you state that you have laid before your Ministers my telegram of 30th April, the effect of which, as of a written despatch now in your possession, was to modify in one respect the Colonial Office instructions of 12th April, 1866.

"The instructions of 1866 were to the effect that the United States fishing vessels were to be excluded from bays less than ten miles wide at the mouth, but that the forfeiture of such vessels was, if possible, only to be enforced when the fishing had taken place within three miles of shore."

It further states, "That the effect of my despatch, or rather, of the letter to the Admiralty, which is transmitted for the concurrence of your Government, was, as regarded Her Majesty's vessels, to make the direction of forfeiture so far absolute as to require that no fishing vessel whatever should be seized except within the three miles and for an offence committed within those limits.

"It was intended to imply, though it was not expressed, that, as the only ultimate means of excluding Americans beyond these limits was not to be used, the exclusion itself was not to be enforced.

You enclosed, in reply, a Minute of your Ministers, stating that steps had been taken to prevent the seizure of American vessels beyond the three mile limit, and you enclosed certain special instructions of 12th April, 1870, as affecting this object.

"But in your telegram of 14th May you inform me that those instructions conform, or are intended to conform, not to my instructions of 30th April, but to the Colonial Office paper of 12th April, 1866, which those instructions were intended to supersede.

"I am not quite sure whether you now perceive that the British and Canadian instructions are inconsistent with each other.

"The Canadian instructions are inconsistent with the spirit of those which I conveyed to you, in that they still require Canadian fishery officers to exclude American fishermen from bays more than ten miles in width, and you will see, on perusal, that under the head 'action,' they are inconsistent with the letter of the Admiralty instructions, by directing the fishery officers, after certain warnings, 'instantly to seize' any person fishing within 'prescribed limits,' which, read with the preceding paragraph, cannot but be taken to include bays.

"And under the head 'directions' it is implied that vessels are to be seized for coming into a Canadian bay (whether or not within three miles of shore), unless they are forced thither by violent winds or other unavoidable cause.

"These objections to the instructions as they stand are not removed by the limitation implied in the words (p. 4), 'or seize it, if found within three marine miles of the coast.'

"I further observe that the decision of Her Majesty's Government not to exclude American fishermen, except within three miles of a line drawn across the mouth of a bay or creek which is less than ten geographical miles in width, does not warrant their exclusion from that part of the Bay des Chaleurs which is not more than ten miles wide.

"Considering the importance of the subject, and that your attention appears to have been especially directed to the sentence respecting that part of the Bay des Chaleurs, I am somewhat surprised that these points should have escaped your notice.

"Her Majesty's Government are fully aware that no steps should be taken which should prejudge the question, what are Canadian waters? or should admit the right of United States fishermen to fish within these waters, except within the limits prescribed by the convention of 1818. But they do not abandon the hope that the question of abstract right may yet be avoided by some arrangement between Canada and the United States, or that the limits may be definitely settled by arbitration or otherwise, and while any expectation of this kind exists they desire to avoid all occasion of dispute, so far as this is possible, consistently with the substantial protection of the

Canadian fisheries. With these objects, they think it advisable that United States fishermen should not be excluded from any waters except within three miles of shore, or in the unusual case of a bay which is less than six miles wide at its mouth, but spreads out to a greater width within.

"It will, of course, be understood and explained to the United States Government that this liberty is conceded temporarily, and without prejudice to the rights of Great Britain to fall back on her treaty rights, if the prospect of an arrangement lessens, or if the concession is found to interfere practically with the protection o the Canadian fisheries."

It would appear that Lord Granville contemplated by the despatch to convey—

1st. That his telegram and despatch of the 30th April were intended to modify the Colonial Office instructions of 12th April, 1866.

2nd. That though the instructions from the Admiralty to the officers in command of ships of war employed in the protection of the fisheries, and from the Canadian Government to their officers similarly situated, since April, 1866, were based upon Mr. Cardwell's letter of instructions of April, 1866, which prohibited foreign fishermen from entering bays less than ten miles wide at the mouth, and which instructions suggested that the forfeiture of such vessels was (if possible) only to be enforced when fishing had taken place within three miles of shore, yet, notwithstanding the instructions, his Lordship now, for the first time, communicates to the Canadian Government the fact that it never was intended to be acted upon.

3. That if any doubt existed about the meaning of the instructions or the possible chances of a trespasser being taken by Her Majesty's cruisers, that doubt is now removed, inasmuch as his Lordship states:—

That it never was the intention of Her Majesty's Government that their vessels should seize a trespasser under any circumstances, and for fear of such a possibility his Lordship now removes all chance of it, by stating that "the effect of my despatch, or rather of the letter of the Admiralty, which it transmitted for the concurrence of your Government, was, as regards Her Majesty's vessels, to make the direction of non-forfeiture so far absolute as to require that no fishing vessel whatever should be seized, except within the three miles, and for an offence committed within those limits. It was intended to imply, though it was not expressed, that as the only ultimate means of excluding Americans beyond these limits was not to be used, the exclusion itself was not to be enforced."

It may be stated that as the Canadian Government, by the approved report of the undersigned, of the 20th December last, stood pledged to Her Majesty's Government to maintain an efficient marine police to enforce the law within the three-mile limit, in the belief that Her Majesty's Government, having declined to do that which they designated as strictly a police duty—viz., to command respect to municipal law within the three-mile limit—would command respect to national rights outside thereof, and to which they are, in the opinion of Council, pledged; and as Dominion vessels, by the limitation of the exclusion of foreign vessels to bays from ten to six miles wide, are precluded from, in any case, seizing beyond three miles—and as British cruisers are now positively directed not to seize unless the offence is committed and the vessel actually seized within three miles of land—the reasonable presumption is, that Her Majesty's cruisers are not intended to seize at all, under any circumstances; and if further proof were required than the text of the despatch referred to, the fact is easily verified on reference to the reports of the commander of Her Majesty's vessels on the station, who, though they repeatedly boarded vessels within the three mile limit, and which had no license, there is no instance of a single seizure having been made.

3rd. That Her Majesty's Government had narrowed the limit of exclusion from bays more than ten miles wide to bays under six miles in width, and had done this without the slightest reference to the Canadian Government, who are responsible to the people of the Dominion for the protection of their rights, and this fact was communicated to the American Secretary of State before Her Majesty's Government ascertained whether or not it was satisfactory to the Government of Canada.

4th. That it does not appear from the said despatch that there was any special reason for deliberately limiting and restricting the rights of Her Britannic Majesty's subjects in British America, nor that the Government of Canada was consulted thereon, nor indeed does it seem to have ever been considered necessary in the changes that have been resolved upon during the current year.

5th. "That Her Majesty's Government states that they are fully aware that no steps should be taken which should prejudge the question 'which are Canadian waters?' or should admit the right of United States fishermen to fish within these waters, except within the limits prescribed by the convention of 1818." Her Majesty's Government have virtually done this act already, which they profess to disavow. In 1854 we were in active possession of the three-mile limit—of the bays ten miles wide—of the headland line of coast in which our rights were enforced and practically recognized—and it appears much like "prejudging the question," and to the disadvantage of British subjects too—for Her Majesty's Government, pending the settlement of those questions, to waive for the time all but the first of these positions, and so far as the acts of her own cruisers and their instructions to them are concerned, probably even that also. It is practically abandoning to United States fishermen privileges which they had not by the treaty of 1818, when we allow them to fish in the Bay des Chaleurs, and on all of the best and most valuable fishing grounds which we possessed within headland line. No such privilege was conceded to them by the treaty of 1818, nor were they permitted to enjoy them up to 1854, yet our exclusive rights in them are, for the present, suspended; and in the despatch which thus deprives us of those rights, we are informed that Her Majesty's Government are aware "that no step should be taken which should prejudge the question."

The undersigned would further observe that Mr. Boutwell, the Secretary of the Treasury Department at Washington, in his circular to the United States Customs officers, dated 16th of May last, acting on the concession of the three-mile limit so recently made, also prejudges the question, inasmuch as he says "that the authorities of the Dominion of Canada have terminated the system of granting fishing licenses to foreign vessels, under which they have heretofore been permitted to fish within the maritime jurisdiction of the said Dominion—that is to say, within three marine miles of the shores thereof."

Here is a clear attempt at limitation of our treaty rights of 1818, "by which Americans renounced the right to fish not only within three miles of the coasts, but of the bays, creeks or harbors of His Britannic Majesty's dominions in America," while Mr. Boutwell's circular ignores that portion of the right which gives us jurisdiction over bays, creeks or harbors, and states our jurisdiction to be only three miles from the shore.

6. "The despatch further remarks that they (Her Majesty's Government) do not abandon the hope that the question of abstract right may yet be avoided by some arrangement between Canada and the United States, or that the limits may be definitely settled by arbitration or otherwise, and while any expectation of this kind exists, they desire to avoid all occasion of dispute, so far as this is possible, consistently with the substantial protection of the Canadian fisheries."

In this paragraph there are two probabilities referred to—

1st. The probability of an arrangement (trade arrangement, it is presumed) with the United States;

2nd. The probability of the limits being fixed by arbitration or otherwise.

In reference to the first of these, it would have been much more satisfactory to the Government of Canada if the ground upon which Her Majesty's Government have founded the hope thus expressed had been stated. Such hope, entertained by Her Majesty's Ministers, has been held since 1865; it was entertained by Her Majesty's Government when Lord Clarendon wrote the despatch of 1866, which so ably indicated the position of British subjects in relation to these fisheries. Mr. Cardwell expressed a confident belief upon this subject when he induced Canada to adopt his licensing system as a measure of expediency for one year. His Grace of Buckingham and Chandos entertained the same hope, and now my Lord Granville,

though five years have elapsed since notice of abolition, does not seem yet to have abandoned the "hope that some arrangements may be secured."

The Canadian Government regret that they cannot see either in the past or in the immediate future the same ground for believing that a satisfactory arrangement will be arrived at. On the contrary, the chances of a satisfactory arrangement are not so good as they seemed in 1866 and 1867, and that, so far from there being anything in the course taken by the United States to warrant the expectation of a fair trade policy being adopted by them, everything indicates the contrary result, and nothing tends more to encourage them in such a course than the spirit of concession towards them which has characterized the fishery policy of the last five years. In 1866 they, after a year's notice, voluntarily abandoned the Reciprocity Treaty, notwithstanding our efforts in the fall of 1865, to prevent that result. The licensing arrangement pressed upon us in the interests of Her Majesty's Government, and because of their hope of a trade arrangement, gave to foreigners the principal thing that they cared for, which we had to give. By the liberal policy of England, they had already practically the free admission to our coasting trade, as between Province and Province—the privilege of navigating our rivers and canals—the advantages of registry for their shipping in our ports—almost everything, in fact—that we had to give, that they desired, except the enjoyment of our valuable fisheries, and this the despatch of my Lord Granville has practically permitted the use of. How have our advances been met by the Americans in the last few years? The advantages which, through the liberal policy of the Empire, they have enjoyed in Canada, have been responded to by almost prohibitory tariffs—their canals closed against us—their coasting trade confined to themselves, and their refusal to reciprocate the liberal policy of Britain in reference to the registration of shipping. 'Tis true that a resolution of Congress was passed in 1869 which induced many to believe that they had changed their policy, but this idea was much shaken after our experiences of that year. Canada soon discovered that the resolution referred to either meant nothing, or such terms as she could not accept. The utterances of Mr. Schenck, in referring to the resolution which induced the Government of Canada for a time to believe that a change of sentiment had been created in the public mind of the United States, are given in the Congressional *Globe* of the 3rd March, 1869.

It states that "Mr. Schenck was chairman of the Committee of Ways and Means, a position analogous to that occupied by Mr. Morrill in the conferences of 1866. In reply to a question put by Mr. Pike, when the resolution was reported to the House of Representatives, Mr. Schenck said: 'I do not believe we ought to enter into any relations of reciprocity with the British Provinces, either through negotiating with the Imperial Government of Great Britain or by direct treaty with the Provinces themselves, if that were possible. I believe the people of the British Provinces should be treated like other foreigners, and made to pay the same duties on articles they export into our country that other foreigners are required to pay on similar articles.' He added—'I am not authorized to speak for the rest of the members of the committee, but I am not aware of any difference of opinion between any of them and myself on that subject.' But Mr. Schenck expressed himself in favor of commercial treaties 'in regard to the fisheries on the coasts of these Provinces, and in relation to the free navigation of the St. Lawrence River, from its source to the sea.' In the course of this debate not a single member expressed himself in favor of reciprocity.

"Thus upon the *pro forma* submission of a resolution passed by Congress denying the right of the Executive Government of the United States to make treaties or conventions with foreign Governments touching 'import duties,' the House assents to confining the scope of the resolution, although professing to renew negotiations regarding commercial intercourse, to securing to Americans the rights claimed by them to the fisheries, and in relation to the free navigation of the St. Lawrence. With a committee, through whose hands our proposition must be sifted, already committed to a circumscribed form of commercial intercourse and avowedly hostile to any relations of reciprocity—with a House of representatives which (although supposed to

contain some few members, at least, favorable to mutual trade relations somewhat less restrictive than they are) silently and safely recommends to the President to negotiate for securing certain rights claimed by the United States citizens—and with an Executive which proclaims beforehand hostility to any reciprocal engagement—what concessions can we hope to obtain as equivalents for the privileges we have to offer? Even these privileges of fishing and navigation which we might concede—in return for what?—must be first reduced, from an American point of view, to the extent of the rights asserted in this resolution. With such enunciations before us, and the procedings of the delegation at Washington, in 1866, still fresh in our memory, it is difficult to discover any ground for hoping that new trade arrangements can be secured on equitable terms, in pursuance of the resolution of Congress."

But this matter may, for the present, be looked upon as finally postponed, from the official announcement of the President of the United States in his last inaugural message, in the following words:—

"The question of renewing a treaty for reciprocal trade between the United States and the British Provinces on this continent has not been favorably considered by the Administration. The advantage of such a treaty would be wholly in favor of the British producer, except, possibly, a few engaged in the trade between the two sections. No citizen of the United States would be benefitted by the reciprocity. Our internal taxation would prove a protection to the British producer, almost equal to the protection which our manufacturers now receive from the tariff. Some arrangements, however, for the regulation of commercial intercourse between the United States and the Dominion of Canada, may be desirable."

On the face of such authority to the contrary, and in the absence of the grounds on which my Lord Granville rests his hopes of an arrangement, the undersigned cannot participate in the belief that the United States are prepared to offer any terms that Canada will accept. It is true that the United States intimated a desire to admit coal, salt, lumber and fish, free of duty, provided we would do the same, and give them, besides, the free use of our fisheries, our River St. Lawrence and our canals, and also consent to deepen the latter. Canada feels no imperative necessity, as she certainly has no desire, to enter into any such one-sided arrangement. When we do make an arrangement it must be on equal and fair terms, or it will not be made at all, and must be such an one as obtains for our people the same rights and reciprocity in trade, registry of shipping and coasting, that the Americans now have from us, and in the meantime, until public opinion so changes in America as to bring about these results, Canada can afford to wait.

This Government, prior to the meeting of the last Parliament, ceased to entertain the hopes expressed by my Lord Granville, and felt it to be their duty to deal with the great resources of this country quite irrespective of what might or might not be hoped for from the United States. This was clearly indicated in a report of the undersigned of the 11th December last, approved by Council, in dealing with a despatch of my Lord Granville, covering two memoranda from the Board of Trade, upon the subject of the colonial coasting trade, in which, while regretting the necessity of declining to act upon the suggestions of Her Majesty's Government, by throwing open our coasting trade to the United States, as Great Britain had done, while they continued to close theirs against us, the subject was there entered into at length, and a policy outlined which has met with the approval of Parliament and the public sentiment of this country.

The following is an extract from such report:—

"The Board of Trade, in their memorandum, state that it is to be hoped that the Legislature and Government of the colonies will be disposed to co-operate with Her Majesty's Government in their attempt to secure the benefits of free navigation and cheap freights for Her Majesty's subjects, throughout the British Empire, and to strengthen their hands in their efforts to obtain from foreign countries, for the shipping of the United Kingdom and of the British colonies, a reciprocal liberality of treatment.

"The undersigned is of opinion, as twenty years have now elapsed since the British Government extended to the shipping of the United States, in common with the shipping of all other foreign countries, the privilege of participating in their carrying trade throughout the British dominions on equal terms with British ships (with the exception of the local coasting trade in each colony), and as the recent Act first herein quoted has shifted the responsibility of legislating upon or dealing with the question of colonial coasting trade from the Imperial to the colonial authorities, and as the liberal treatment of American shipping by the British Government has produced no corresponding reciprocity of sentiment on this subject on the part of the United States Government, that the time has arrived when it becomes our duty to define a policy which should be pursued towards our neighbors, from the standpoint of Canadian interests, and which should apply, not alone to the coasting trade, but to all matters affecting navigation and the trade generally.

"The experience of these twenty years has, in the opining of the undersigned, proved to the people of Canada that concessions in matters of trade, navigation and shipping, voluntarily conceded by us, have not been reciprocated in by the Government of the United States, and, indeed, have not always been appreciated, nor the value of them realized.

"The United States Government put an end, in 1865, after an existence of eleven years, to the Reciprocity Treaty, which was of such great value as well to them as to the several British American Provinces—they refused to renew or reconstruct it, except on terms which were not to be defended in the interests of our trade; and though the undersigned, in common with a considerable portion of the public of Canada, was led to believe, from the utterances of their press and commercial centres of trade for the last two years, as well as the expressed opinions of some of their leading public men, that public sentiment was changing in favor of "new arrangements," whereby trade relations would be again re-established on principles of reciprocal free trade;—these expectations have been dispelled, and the existence of such opinions to any great extent in the Cabinet of the United States have been negatived by the Message of the President, in which he distinctly states, "that the renewal of the treaty with us has not been favorably considered by the Administration;" while he expresses a belief "that the advantages of such a treaty are wholly in favor of the British Provinces, except, possibly, a few engaged in the trade between the two sections;" he distinctly states that "no citizen of the United States would be benefitted by Reciprocity," and yet gives expression to the opinion that some arrangements for the regulation of commercial intercourse may be desirable;" and the recent action of Congress would tend to confirm the belief that no reciprocal arrangement of a satisfactory character can now be obtained.

"The undersigned would observe that there are numerous arguments which can be adduced from an American point of view in favor of the position assumed by their chief magistrate against the renewal of the treaty, and that while England has pursued a most liberal course towards foreign nations in relation to trade and navigation, and has offered the fullest opportunities for foreign competition, the argument which has done much to remove objections to such a policy in Canada has been the belief, repeatedly expressed by English statesmen, that those foreign countries which enjoyed the benefits of that liberal policy and that free trade would in time reciprocate; and such expectations have not been without their results in Europe. In America, however, no such results have followed the liberality of England, although a generation of our people have nearly passed away; and indeed national events have tended to make the adoption of such a policy on the part of the United States much more difficult, and while we go on making concessions, permitting them to have privileges, and giving them facilities which they decline to reciprocate—while, in fact, they possess the right of registry for their ships in our ports, and have practically enjoyed our coasting trade, and at the same time refused us similar privileges—while they have had the benefit of our canals and rivers, without corresponding concessions on their part—they have compelled our ships to pay a war tax of 30 cents gold per ton and other Customs fees, without any such corresponding

charges in our ports upon their ships (notwithstanding the 173rd section of the Imperial Act, 16 and 17 Vic., chap. 107, to which I have referred in the Minute of Council annexed—we have not retaliated). Our fisheries, too, they have had opened to them on the most liberal terms, while British-caught fish is met with a duty which has closed their country as a market for our fishermen, and indeed they have made their tariff in, general, almost prohibitory, and while their legislation tends towards exclusion, the construction they put upon their tariff laws, and their execution of them, bear most heavily upon our people. Under these circumstances, the undersigned regrets that he should, in viewing the past, arrive at conclusions different from those which seem to be entertained by the Board of Trade, viz., that a continuance of the policy of concession would, with that foreign nation in whose trade we are chiefly interested, lead to the result hoped for, and secure a 'reciprocal liberality of treatment;' and he thinks it would be unwise to force it on them, unasked, at the present time. He is of opinion that the true policy of the Canadian Government at present should be to retain all the privileges which it now possesses, until fresh negotiations take place for new trade relations between Canada and the United States, when the opening of the whole coasting trade of the Dominion to United States shipping can be included in any arrangements which may be made, if the Canadian Government should then be of opinion that it would be advisable and in the interests of Canada to do so.

"A copy of the report to Council made by the undersigned on the 2nd April, 1868, hereinbefore referred to, on the subject of tonnage duties and Custom house fees, and other restrictions imposed on British vessels entering the ports of the United States, as compared with the charges and restrictions imposed on American vessels entering Canadian ports, and as to the advantages which American vessels have in the United States as compared with British vessels, is herewith attached, to which the undersigned begs to draw attention."

The active protection of our fisheries was the first step in our National Policy, as viewed from a colonial standpoint—and has since been followed up by legislation which has imposed certain charges upon shipping and imposts upon articles of trade. It should, however, be clearly understood that these restrictions and charges we are prepared to remove, whenever the United States are disposed to give us reciprocal treatment. Till then the public sentiment of the country calls for vigorous action at the hands of the Canadian Government, and demands that this, the greatest and largest question of them all, and one which our neighbors most appreciate, shall be dealt with with spirit and vigor, and form part of an important National Policy. Council should, therefore, ask of Her Majesty's Government that which we feel confident the Empire will not refuse us, viz.: "That our rights in the fisheries may be maintained and enforced as they were prior to 1854."

The second probability which I noticed, as referred to in the despatch of Lord Granville, viz.: "His hope that the limits may be definitely settled by arbitration or otherwise," it would be pleasing to see realized in a satisfactory manner. If, however, this is to be attained, it will not be by pursuing the policy which has characterized the treatment of the fishery question on the part of Her Majesty's Government.

In 1866 Canada reluctantly consented to the licensing policy for one year; Nova Scotia was forced into it against her will, on the faith of what cannot be viewed otherwise than a condition or a pledge that it was only for one year; New Brunswick and Prince Edward Island assented for the same reasons as Canada, and because she led the way in this policy.

In 1867 the Council of Canada protested against its continuance, as it also did in 1868-9, when it further asked that the proposition so favorably entertained by Lord Clarendon, for a joint commission to settle the disputed points, be again urged upon the consideration of the United States Government. To these propositions the Council have, as yet, received no reply, nor are they aware whether the proposals for a joint conference have ever been communicated to the American Government, or, if so, with what result.

The undersigned cannot but feel that this treatment of an important and vital question is not such as Canada had a right to expect, nor will its people be satisfied with such a result.

As part of the Empire, Canada is entitled to demand that her rights should be preserved intact, and at least it cannot be considered that Council will have performed its duties if we silently permit ourselves to be divested of them by piecemeal, as is the case with our fishery interests; and the people consider that their valuable fisheries are a trust incident to Canada, and involve interests which Her Majesty holds for the benefit of her loyal subjects, and which should not be abandoned nor their protection neglected.

The Government of Canada, therefore, now ask of Her Majesty's Ministers that they at once require of the United States the appointment of a joint commission to settle the matters in dispute, and, in the meantime, that they should be requested to give such instructions to Her Britannic Majesty's officers on the North American stations as will secure :—

1st.—The exclusion of all foreigners from fishing within our bays, from which they are excluded by the treaty of 1818, as interpreted by Her Majesty's Government.

2nd.—The exclusion of all foreigners from fishing within the limits of three miles from headland to headland, according to the British interpretation of said treaty.

3rd.—The exclusion of all foreign vessels from the use of the Gut of Canso.

It is further advised that Her Majesty's Government be requested to make no concessions nor terms limiting the privileges to which we are entitled as British American subjects of Her Majesty, and more especially those which were secured to us by the treaty of 1818, without first submitting them for the consideration of, and obtaining the approval of the Government of Canada thereto.

The people of Canada have ever been loyal and true in their maintenance of the interests of the Empire, and feel deeply anything that would impair its material interests or create dissatisfaction amongst its population; and the undersigned cannot but express his convictions that the policy recently pursued in reference to the fishery question is not such as to meet the approbation of the people of Canada, and he would earnestly recommend that a strong remonstrance be submitted to Her Majesty's Government upon the subject.

Respectfully submitted.

P. MITCHELL,
Minister of Marine and Fisheries.

Department of Marine and Fisheries,
Ottawa, 4th July, 1870.

FISHERIES OF PRINCE EDWARD ISLAND, PURSUED BY AMERICANS.

Government House, Charlottetown, P.E.I., 17th February, 1874.

Sir,—With reference to your despatch, No. 510 on 297, of the 24th of November last, I have now the honor to transmit a Minute of the Executive Council of the 12th February instant, on the subject of the fisheries and fish trade of this Province, in connection with the claim for compensation provided for by Article XXII of the Treaty of Washington, as required by His Excellency the Governor General; together with a copy of the Address of the Legislative Council and Assembly to the Queen, and a copy of Minute of the Executive Council of the 2nd February, 1873, both therein referred to.

I have the honor to be, Sir, your most obedient, humble servant,

R. HODGSON, *Administrator.*

Hon. the Secretary of State, Ottawa.

EXTRACT *from Minutes of the Executive Council of Prince Edward Island.*

COUNCIL CHAMBER, 12th February, 1874.

At a meeting of the Executive Council in Committee.

PRESENT:

Mr. Owen, Mr. Lefurgy,
Mr. Haviland, Mr. Sullivan,
Mr. Brecken, Mr. Strong,
Mr. Yeo, Mr. McDonald,
Mr. Arseneault.

The following Minute was adopted, and ordered to be presented to His Honor the Administrator of the Government:—

1. The Executive Council in Committee having had under consideration several communications from the Government of the Dominion, bearing date respectively the 15th October, 16th November and 12th December, 1873, requesting this Government to furnish a report "regarding the fisheries and fish trade of this island, connected with the claim for compensation provided by Article 22 of the Treaty of Washington," beg to report as follows:—

2. That in any estimate which may be made of the value of our island fisheries, no credit can be given or allowance made for the nominal privileges accorded to the inhabitants of this island by Articles 19 and 21 of said treaty, inasmuch as the fisheries in and around this island are in a comparatively primitive state, and as yet undisturbed by the multifarious appliances of bay nets, traps, weirs, &c., which have almost destroyed the sea coast and inland fisheries of the United States.

3. The situation of this island in the Gulf of the St. Lawrence makes it one of the best fishing stations in the world, whilst along its nearly four hundred miles of sea coast every mile abounds in cod, hake, haddack, salmon and mackerel, as well as other fish, during the proper seasons.

Thus situated, fishermen are induced to use its ports in preference to other ports of the Dominion on the mainland.

4. With a weekly line of steamers from Charlottetown to Boston, and daily communication by rail with the different outports of this island, the American fisherman will be enabled to place his catch weekly in the United States markets at a cost of one dollar per barrel from all ports of this island, receive new outfits, and continue his fishing during the season, thus saving the long and dangerous passage of each trip to and from the United States, as well as enabling vessels to make three or four successful trips instead of one.

5. The best evidence of the value of "free fishery" to the citizens of the United States may be shown by the decrease in their tonnage and men from 1862 to 1868. In 1862, whilst they enjoyed the benefits of the Reciprocity Treaty of 1854, the United States had employed in the cod and mackerel fishery 203,000 tons, which diminished in 1868 to 84,000 tons. Last year the United States had, according to a late report, "one thousand vessels engaged in the mackerel fishery alone, worth not less then $5,000,000, manned by more than 12,000 seamen; and the town of Gloucester, Mass., alone sent out more than 400 of these vessels."

6. In connection with these facts, it may not be out of place here to state that Mr. Consul Jackson, in his "report on the commercial relations of the Dominion and the United States," places the total provincial fisheries at $11,759,530, and the United States fisheries at $7,000,000. Owing to the very imperfect manner in which our statistics have been collected, it is difficult to obtain reliable data on the question, as far as we are concerned. For example, in the report above referred to, Prince Edward is put down as yielding only $169,580.90, which is below our export alone for that year. Besides this, our exports could not possibly show what fish were taken inside the "three-mile line" by our own fishermen, much less by foreigners.

Annexed, marked A, is a statistical return showing the description of property used in the fisheries, and the quantity of fish caught by our fishermen within the

three-mile line, for the year 1871, by which it appears that only about 2 per cent. of our population are engaged in fishing pursuits. That the average value catch per man for the same is two hundred dollars, the whole catch about three hundred and twenty thousand dollars, and the number of persons engaged therein 1,646.

7. It is alleged, as we believe untruly, that the great portion of the mackerel taken by the United States fishing fleet is obtained or caught outside the "three-mile line," but this we do not believe to be the fact, as we have no doubt, from information obtained from persons actually engaged in the fishing business, that "inside" and "outside" fishing are indispensable to the success of the voyage, and that the inside fishery in general is more productive and remunerative than the outside fishery.

8. From the 1st July to the 1st October is the mackerel season around our coasts, during which time the United States fishing fleet pursue its work, and as it has been shown that in 1872 over one thousand sail of United States schooners, from 40 to 100 tons, were engaged in the mackerel fishery alone. This fact, together with our experience arising from the collection of "light money" (now abolished), as well as from actual observation, a fair average of United States vessels fishing around our coast during the season referred to may be safely stated at three hundred sail; and as a season's work is usually about six hundred barrels per vessel, we may fairly put down one-third of the catch as taken inside the "three-mile limit," which would give the following result: 300 sail, at 200 barrels each, 60,000 barrels, at, say $5 per barrel for net cost of fish, above $300,000, as the yearly value of the mackerel alone taken from our shores; or, as has been shown in paragraph 6, each one of our own men engaged in the inshore mackerel fishing in boats shared $200 per man.

9. It will be perceived that the preceding observations relate solely to the mackerel fishery, by far the most important, in our estimation; the other descriptions of fisheries within the three-mile boundary, the right to prosecute which is accorded to citizens of the United Stated, we conceive to be more than an equivalent for the supposed privileges conceded to British subjects on the American coasts.

10. This Government trusts that one of the most important matters will not be overlooked at the conference about to take place, namely, the preservation of our fisheries, by making effectual provisions against throwing offal on the fishing grounds, as well as preventing the setting of traps, weirs, &c., unless under very stringent regulations.

11. In conclusion, we beg to bring to the notice of the Dominion Government the annexed Minute of Council, bearing date the 2nd February, 1873, together with the Address forwarded to Her Majesty the Queen from both Houses of the Local Legislature, during the Session of 1873, respecting the claims of the people of this Province for a return of duties justly due to them from the United States Government, under the circumstances detailed in said Minute of Council and Address, in order that the Government of the Dominion may be enabled to press for the liquidation of these claims by an earnest appeal to the justice and honor of the United States Government, through the instrumentality of the fishery commission.

(A.)

STATISTICS *of Abstract Return from the Census taken in Prince Edward Island in the year* 1871:—

Number of fishing establishments	176
Barrels of mackerel cured last year	16,047
do herring or alewives	16,831
Quintals of codfish or hake	15,649
Pounds of hake cured last year	12,522
Gallons of fish oil made last year	11,662
Quantity of preserved shell and other fish prepared last year (lbs.)	6,711
Salmon taken last year, value £368 10s	$1,195.58
Number of fish barrels manufactured last year	42,278
do cooper shops	65

Number of boats owned for fishing purposes	1,183
do men engaged in fishing	1,646
Mackerel, barrels of, increase	8,884
Herring and alewives, decrease	5,584
Codfish, quintals, decrease	24,126
Fish oil, decrease in gallons	5,947

Certified.

WILLIAM C. DESBRISAY,
Asst. Clerk Ex. Council.

CLAIM FOR REFUND OF DUTIES ON FISH AND FISH OIL.

(COPY.)

At a meeting of a Committee of the Executive Council of Prince Edward Island, in the Council Chamber, on the 2nd day of February, 1872

PRESENT:

The Honorable Mr. Pope,	The Honorable Mr. Macdonald,
Mr. Colonial Secretary,	Mr. Richards,
Mr. Attorney-General,	Mr. Lefurgy.

The following Minute, addressed to the Right Hon. Earl Kimberley, Her Majesty's Principal Secretary of State for the Colonies, on the subject of His Lordship's despatch, No. 48, of date the 30th December, 1871, to Lieutenant-Governor Robinson, was adopted by the Committee, and ordered to be handed to the Lieutenant-Governor, for transmission to the Right Hon. Earl Kimberley, Her Majesty's Principal Secretary of State for the Colonies, &c., &c., &c.

The Committee of the Executive Council of Prince Edward Island have had under consideration Your Lordship's despatch, No. 48, dated the 30th December, 1871, addressed to Lieutenant-Governor Robinson, on the subject of the "Refund of duties collected in the United States on fish oil and fish exported from Prince Edward Island during the season of 1871;" also despatch, No. 59, dated 25th July, from Lieutenant-Governor Robinson to Your Lordship, on the same subject; also copy of a despatch dated at Washington, 12th May, 1871, addressed to Earl Granville by Sir Edward Thornton, British Minister at Washington, and enclosing a letter which he had received from Hamilton Fish, Esq., of the Department of State, Washington, dated 8th May, 1871, with Sir E. Thornton's reply thereto, on the subject of a proposed provisional arrangement he wished to make with the respective colonies named therein until legislative action could be had.

In Mr. Fish's letter of 8th May last, he proposed to Sir Edward Thornton, in the following words, viz.:—"That as the treaty could not come into full operation until the legislation contemplated in that instrument shall have taken place, and as it seems to be in accordance with the interests of both Governments, in furtherance of the objects and spirit of the treaty, that the citizens of the United States should have the enjoyment of that liberty during the present season, I am directed by the President to express to you his hope that Her Majesty's Government will be prepared, in the event of the ratification of the treaty, to make, on their own behalf, and to urge the Government of the Dominion of Canada, of Prince Edward Island and of Newfoundland, to make, for the season referred to, within their respective jurisdictions, such relaxations and regulations as it may respectively be in their power to adopt, with a view to the admission of American fishermen to the liberty which it is proposed to secure to them by the treaty. The Government of the United States would be prepared, at the same time, to admit British subjects to the right of fishing in the waters of the United States, specified in the treaty; but as the admission into the United States, free of duty, of any articles which are by law subject to duty, cannot be allowed without the sanction of Congress, the President will, in case the above suggestion meets the views of the British Government, recommend and urge

upon Congress, at their next Session, that any duties which may have been collected on and after the 1st day of July next on fish oil and fish, the produce of the fisheries of the Dominion of Canada and of Prince Edward Island, shall be returned and refunded to the parties paying the same, if a similar arrangement is made with respect to the admission into the British possessions of fish oil and fish (with certain exceptions, as in the treaty) being the produce of the fisheries of the United States."

This proposal was agreed to by the Government of Prince Edward Island, at the urgent request of Her Majesty's Imperial Government, and on the 24th July last an order was issued in accordance therewith. From that date American fishermen had free use of the inshore fisheries of this island, and landed fish and fish oil without being charged any duty therefor; while the merchants of this island, placing full faith and confidence in Mr. Fish's proposal, exported their fish to the United States, relying implicitly on the good faith of the United States Government, and never doubting but that the President would recommend to and urge upon Congress the expediency of making provision for the refunding of the duties which they had paid.

The Committee of the Executive Council now learn with great surprise that on enquiries being made on the subject of refunding those duties the United States Government have replied that the President did not intend to urge upon Congress the introduction of a Bill in accordance with Mr. Fish's proposition. It would appear that the ground taken by the President of the United States for declining to recommend to Congress the introduction of a Bill having for its object the refund of the duties paid on British fish during the past season is, that his "proposal made through Mr. Fish, in May last, contemplated the united action of all the British colonies, and that it would not be practicable to separate them, and carry into effect for one what the President was willing to recommend for all those colonies."

The Committee submitted that the Treaty of Washington itself recognizes the power of each Colonial Government or Legislature to act for itself independently of the other,—that no legislation on the part of one of those Governments can interfere with, or affect, or bind the territory within the jurisdiction of any another Colonial Government.

That the Government of this island did, on the recommendation of Her Majesty's Imperial Government, on the 24th July last, issue an order, as proposed by Mr. Fish, giving effect to the treaty within this island, and admitting American fishermen to the free use of its fisheries during the season of 1871; that American fishermen at once availed themselves of this valuable privilege, and during the season of 1871 were not molested in the prosecution of the fisheries around the shores of this island. That the United States consul resident here was duly notified of the relaxations made in favor of American fishermen, and that Sir Edward Thornton was at the same time informed by telegraph, by Lieutenant-Governor Robinson, that the proposals of Mr. Fish were agreed to by the Government of this island; that the Government of the United States accepted all the advantages thus conferred upon their fishermen during the whole season of 1871; and now, when the season has ended, and application to them to fulfil their part of the agreement thus virtually made, they repudiate the payment of the equivalent for the advantages they received, on the ground that the whole of the Provinces named did not virtually accept their proposals.

If they proposed taking this course they should at once, on becoming aware that the Government of the Dominion of Canada had not acceded to their proposals, have intimated to the Government of this island, through the proper official channel, that it was not their intention to fulfil their own stipulations unless united action was taken on them by all the colonies, and have forbidden their fishermen to fish within a marine league of the shores of Prince Edward Island.

Refunding those duties to the parties who pay the same is, by Mr. Fish's proposal, made contingent only on the suggestion meeting with the approval of the British Government, and not by any united action of Colonial Governments. That it did meet the approval of Her Majesty's Imperial Government is proved by your Lordship's despatch, No. 444, dated 17th June, 1871, addressed to Lord Lisgar, as well as by the action of the Government of this island, on the 24th July last, and by

the free admission, during the present season, of American fish and fish oil to the ports of this island, and of American fishermen to the privilege of the inshore fisheries thereof.

The Committee of the Executive Council, therefore, consider it to be their duty to call the special attention of Your Lordship to this extraordinary breach of faith on the part of the United States Government, by which our mercantile men will sustain heavy pecuniary losses; and they trust that Her Majesty's Imperial Government will cause the British Minister at Washington to continue earnestly to urge upon the United States Government the necessity of paying a claim the justice of which cannot be disputed.

The Treaty of Washington not having yet been ratified by the Legislatures of the several Provinces named therein, the moral effect of the repudiation by the United States of the provisional arrangement of last season will, if such a course be persisted in, materially strengthen the opposition to measures necessary to give effect to the said treaty.

JAMES C. POPE,
J. HEATH HAVILAND, *Colonial Secretary*,
FREDK. BREKEN, *Attorney General*,
A. A. McDONALD,
WM. RICHARDS,
JOHN LEFURGY.

Certified.

WILLIAM C. DESBRISAY, *Assistant Clerk Executive Council.*

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

Most Gracious Sovereign:—

We, Your Majesty's dutiful and loyal subjects, the Legislative Council and House of Assembly of Your Majesty's Island Prince Edward, in Colonial Parliament convened, desire to approach Your Majesty and respectfully submit to Your Majesty, that in a despatch, dated Downing street, 17th June, 1871, addressed by the Right Hon. the Earl Kimberley, Your Majesty's Principal Secretary of State for the Colonies, to the Lieutenant-Governor of Prince Edward Island—with which despatch were enclosed copies of the treaty signed at Washington on 8th May, by the Joint High Commissioners; of two notes which had passed between Sir Edward Thornton and Mr. Fish; and of a despatch of even date addressed by Earl Kimberley to the Governor General of Canada, stating the views of Her Majesty on these important documents. Your Majesty's Imperial Government strongly urged upon the Government of Prince Edward Island that, for the reasons stated in the despatch of Earl Kimberley to the Governor General of Canada, the same course should be pursued as in 1854; and the application made by the United States Government should be acceded to by Prince Edward Island, so that American fishermen should be allowed, during the season of 1871, the provisional use of the privileges granted to them by the treaty.

That in deference to the wishes of Your Imperial Government, the Government of this island promptly sanctioned the admission of American fishermen to the liberty which was intended to be secured to them by the Treaty of Washington, 1871.

That the note of Mr. Fish to Sir E. Thornton, dated 8th May, 1871, was considered by the Government of this island a proposition on behalf of the Government of the United States, "That should the Government of Prince Edward Island admit American citizens to fish within the territorial waters of Your Majesty on the coasts of this island during the year of 1871, the Government of the United States would recommend and urge upon Congress, at their next Session, that any duties which should be collected on and after the 1st July, 1871, on fish oil and fish, the produce of the fisheries of Prince Edward Island, should be returned and refunded to the parties paying the same, should a similar arrangement be made with respect to the admission

into Prince Edward Island of fish oil and fish, being the produce of the fisheries of the United States.

That several of Your Majesty's subjects and others, citizens of the United States, imported into the United States from Prince Edward Island, during the year 1871, quantities of fish oil and fish, the produce of the fisheries of Prince Edward Island.

That although such importers of fish oil and fish have demanded the return of the duties collected by the United States Government on and after the 1st July, 1871, upon such fish oil and fish, such duties have not been returned to them.

That the Government of the United States, as we believe, allege as a reason for not refunding such duties, that the proposal made in Mr. Fish's note to Sir Edward Thornton, in May, 1871, contemplated the united action of all the British North American colonies, and that it would not be practicable to separate them, or carry into effect for Prince Edward Island what the President of the United States was willing to recommend for all those colonies.

That on the 26th September, 1871, Mr. Isaac C. Hall, an American merchant, largely engaged in the exportation of fish oil and fish from this island to the United States, addressed to the Lieutenant-Governor of this island a note, in which he stated in effect that recent reports from the United States led to the belief that the refusal of the Dominion of Canada to give effect to the Treaty of Washington might work adversely to the interests of this island, and prejudice her claims to a return of duties.

That to this note of Mr. I. C. Hall Lieutenant-Governor Robinson replied in a note dated 29th September, 1871, that in his opinion Mr. Hall's apprehensions were unfounded, which opinion, we belief, was endorsed by Sir Edward Thornton, speaking for Your Majesty's Imperial Government.

That the duties paid to the United States Government, on and after the 1st July, 1871, on fish oil and fish, the produce of the fisheries of Prince Edward Island for that season, amount to $47,293, or thereabouts, of which sum about $22,212 were paid by subjects of Your Majesty.

We most humbly submit to Your Majesty that those of Your Majesty's subjects who, in the year 1871, imported fish oil and fish into the United States, under the circumstances hereinbefore set forth, believing that the duties collected thereupon by the United States Government would be refunded to them, and whose claim for a return of such duties has been refused by the Government of the United States, should not be allowed to suffer the loss of such duties by reason of the United States Government construing the offer contained in Mr. Fish's note of the 8th May differently from the sense in which it was accepted and acted upon by the Government of Prince Edward Island.

That inasmuch as neither the Government of this island, nor those of Your Majesty's subjects who claim the return of such duties, have the right to bring this subject to the attention of the Government of the United States, we humbly pray that Your Majesty will take the premises under your gracious consideration, in order that justice may be done those of Your Majesty's subjects who now suffer loss by reason of the United States Government refusing to fulfil the conditions of the agreement under which the citizens of the United States were, in 1871, permitted to fish within the territorial waters of Your Majesty on the coasts of this island, and to prosecute the fisheries within such waters, and upon this island, upon equal terms with the subjects of Your Majesty.

(*Confidential.*)

REPORT on the practice which prepailed previous to the Reciprocity Treaty, respecting the United States Fishing Vessels trading in Provincial ports, &c.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 5th November, 1870.

With reference to the Earl of Kimberley's confidential despatch of the 12th ultimo, requesting information as to what was the actual practice which prevailed

previous to the Reciprocity Treaty between Great Britain and the United States, in regard to the exclusion of American fishermen from trading or effecting commercial operations in the ports of the different Provinces of British North America, the undersigned has the honor to state :

That the right to prevent American fishing vessels from resorting to provincial bays and harbors, for purposes of trade, was actually asserted and carried out under the Imperial and Colonial statutes, enacted to give effect to the provisions of the treaty of 1818, anterior to the Reciprocity Treaty of 1854.

Between the years 1817 and 1854, several United States fishing vessels were detained and seized by Imperial and Colonial officers for infractions of the treaty, and violation of these statutes. Many of them were condemned. Among the specific offences of fishing, for which numerous seizures and confiscations took place during this period, American fishing vessels were accosted and detained for the following reasons :

1. Anchoring or hovering inshore during calm weather without any ostensible cause, having aboard ample supplies of wood and water;
2. Lying at anchor and remaining inside of the bays to clean and pack fish ;
3. Purchasing and bartering bait ;
4. Selling goods and buying supplies ;
5. Landing and transhipping cargoes of fish.

The undersigned begs leave to refer, in the first place, to the Imperial instructions under which, antecedent to the Convention of 1818, American fishing vessels were excluded from British bays and harbors in North America, conformable to the Treaty of 1783. The following Admiralty order for the governance of officers commanding vessels engaged in the protection of the fisheries and the prevention of illicit trade, signed by Rear-Admiral Milne, bears date the 12th May, 1817 :

" On your meeting with any foreign vessel, fishing, or at anchor, in any of the harbors or creeks in His Majesty's North American Provinces, or within our maritime jurisdiction, you will seize and send such vessel so trespassing to Halifax, for adjudication, unless it should clearly appear that they have been obliged to put in there in consequence of distress, acquainting me with the cause of such seizure, and every other particular, to enable me to give all information to the Lords Commissioners of the Admiralty."

Under this instruction numbers of American fishing vessels were seized in Ragged Island Harbor, on the 8th of June, 1817, where they pretended to have sought shelter. The seizures were objected to on behalf of the United States Government, on the ground that these vessels entered from a lawful and necessary motive ; but on investigation it was found that, as explained by His Majesty's Government, they were in the habit of occupying, and at the time of seizure, actually occupied this harbor without any legitimate excuse. The fishing schooners " Nabby " and " Washington" were seized in 1818, and condemned for being at anchor in, and hovering near a settled British harbor. The " Java," " Independence," " Magnolia " and " Hart," were detained and confiscated in 1839, for being in harbor without lawful cause, and cleaning fish on deck. In 1840, the fishing vessels " Papineau " and " Mary " were seized and sold for purchasing bait ashore.

The right of excluding American fishing vessels from the provincial ports, bays and harbors, except in case of distress, was thus enforced just before the convention, and some time after, for similarly resorting to British bays and harbors, except for the specified purposes arranged in the treaty of 1818, to purchase wood and obtain water, and for shelter and repairs. This right was formally and continuously asserted throughout the intervening period to 1852, when the distinct offence of trading for supplies and transhipping fish cargoes became the subject of specific instructions. The collectors of Customs at some of the ports of Nova Scotia having granted permits to authorize such transactions, the provincial officers in command of the fisheries protection service asked for positive instructions. They were, therefore, instructed by the Government of Nova Scotia that United States fishing vessels, with or without permits, could not legally land freight, or frequent such ports and

harbors for any purposes whatever not described in the treaty. The following official direction, dated at Halifax, the 28th of August, 1852, is signed by the then Provincial Secretary, the Hon. Joseph Howe :—

"No American fishing vessels are entitled to commercial privileges in provincial ports, but are subject to forfeiture if found engaged in traffic. The colonial collectors have no authority to permit freight to be landed from such vessels, which, under the convention, can only enter our ports for the purposes specified therein, and for no other."

The question arose on the practice of taking on board articles necessary to fishing operations, landing fish for transhipment, and refitting in ports and harbors, at various places around the coast of Nova Scotia, and producing a written permission from some Customs collector.

During the same year, Vice-Admiral Seymour applied to the Admiralty for special instructions as to the powers of naval officers to seize or interfere with United States fishing vessels resorting to ports or harbors for other than the purposes defined in the convention. The matter was referred to the law advisers of the Crown. They pronounced the opinion that these officers were empowered, under their instructions, to "seize" American fishing vessels only for the offence of fishing within the prescribed limits, but the vessels might be warned off and compelled to depart, and could be seized by such officers or others, if so authorized by Order in Council—the penalties or mode of procedure depending upon the local laws and regulations of each colony. The legal opinion recited adds that "independently of the express provisions of the statute," vessels infringing these laws by resorting to ports or harbors for other than the purposes specified by the treaty, might be warned and compelled to depart by whatever force is reasonably necessary, by persons authorized by the Colonial Governors, or the British Admiral.

The Imperial and Colonial statutes now in force, provide for regulations in pursuance of the treaty to enforce the terms of the convention ; and instructions to commanders of marine police vessels, approved by Orders in Council, are such existing "regulations," provided for by the statutes, as are deemed "necessary to prevent" American fishermen from abusing "in any other manner whatever" (besides fishing) the privileges reserved to them by the convention.

The foregoing references should suffice to establish that the restriction in question is neither novel, strained nor vexatious.

The whole, nevertheless, respectfully submitted.

P. MITCHELL, *Minister of Marine and Fisheries.*

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 20th November, 1867.

The Minister of Marine and Fisheries has the honor to report, on reference by the Privy Council of a despatch from the Duke of Buckingham and Chandos, dated 3rd September last, on the advisableness of increasing the fees at present charged for season fishery licenses to American fishing vessels and United States fishermen, authorizing them to take bait and fish and frequent harbors in all the waters, and to land or haul and dry nets, and to cure fish on the coasts of the several provinces now forming the Dominion of Canada, and also those of Prince Edward Island, in common with subjects of Her Britannic Majesty.

That these special privileges were, during the season of 1866, after the termination of the Reciprocity Treaty, and as a temporary measure, extended to United States fishing vessels and fishermen in a conciliatory and liberal spirit, and on entirely exceptional terms.

The merely nominal fee of fifty cents per ton of measurement of the vessels proposing to engage in fishing was, as expressed in a despatch from the then Governor General of Canada (Lord Monck), to the late Sir Frederick Bruce, on the 23rd May, 1866, intentionally fixed at this very low rate for the formal purpose of asserting exclusive rights of fishery in colonial waters ; and His Excellency indulged the hope that some satisfactory permanent arrangement might be arrived at before the recurrence of another fishing season.

It may be here observed that, in answer to Mr. Secretary Seward's proposition, conveyed by the despatch from the British Minister at Washington, under date of 4th June, 1866, to negotiate a reduction of United States Customs duties on fish imports from the provinces, in consideration of admitting American fishing vessels and fishermen to fish in provincial waters, it was stated in the Minute of Council, approved on the 18th of June, 1866, and communicated on the day following to the United States Government, that no engagements could be entered into which would at all connect the admission of American vessels and fishermen to the desired liberty, with a remission of duties proposed to be levied by the United States on provincial caught fish.

It was also remarked in this connection, that the tonnage duty of fifty cents per ton then imposed, was adopted for that year only, and must not in any sense be regarded as an equivalent for the advantages accorded.

In the course of proposals to effect such a temporary arrangement as was at the time agreed upon, it was distinctly understood, in the words of a despatch from Mr. Cardwell, dated 3rd of March, 1866, that unless some satisfactory agreement between Great Britain and the United States, embracing the whole subject of reciprocal commercial relations, should be made during the course of the then current year, the special privileges thus allowed should cease, and all concessions made in the treaty of 1854, be liable to withdrawal.

There is every reason to think it was in the expectation of its enduring for such limited period that the then Governments of Nova Scotia and Prince Edward Island were enabled to overcome the strong reluctance felt to the proposed arrangement, and expressed in a Minute of the Executive Council of Nova Scotia, dated 21st June, 1866, although they ultimately concurred with Canada in granting joint licenses.

Notwithstanding these reserved conditions the issue of licenses to American fishing vessels at a nominal charge has been continued throughout the present year, subject only to an alteration which increased the rate per ton to one dollar for those licenses issued at ports in Nova Scotia and Prince Edward Island. The Government of the late Province of Canada deeming it essential to maintain the obviously nominal character of the rate first stipulated, and desiring to act in complete accord with Her Majesty's Government, did not concur in the partial advance of fifty per cent. suggested by the Governments of the sister provinces in the course of the past season.

During the year 1866 about eight hundred American vessels have prosecuted fishing in various places around the sea coasts and in the Gulf and River St. Lawrence, many of them making two or more voyages,—of which number only 454 took out licenses, the aggregate amount of tonnage fees paid by them being $13,016.85. In Nova Scotia there were 354 licenses issued, the collections on which amounted to $9,368.50; in Prince Edward Island 89 were taken out, and fees paid to the amount of $3,339.35; only 10 licenses were obtained in Canada, on payment of $296, and but one in New Brunswick, at $13. None were granted in Newfoundland.

Although the returns for 1867 have not yet been completed it is generally understood that the number of licenses issued is in still greater disproportion to the number of vessels actually fishing in provincial waters than it was last year. From Canada and New Brunswick, none were procured; and in Nova Scotia, the whole number issued was 269,—the amount received ($13,929.00) is proportionately greater because of the double rate. This diminution is owing in some sense to the practice of Imperial cruisers in giving three separate warnings to each vessel before either enforcing the acceptance of licenses or attempting to make seizures. The indulgence is mentioned in a despatch from the colonial office of 3rd September last, as rendering the existing laws ineffectual, and causing the American fishermen to treat them with indifference. It also operates as a relative injustice towards those who have voluntarily taken licenses, and offers a premium on evasion or refusal.

The United States, whilst for two years past enjoying an almost free use of our fisheries, have not modified their Customs regulations, nor relaxed their (virtually prohibitive) tariff rates on the chief productions of the North American Provinces.

These excessive duties as affecting provincial caught fish bear with peculiar hardship on our fishing industry, and particularly that of Nova Scotia and Prince

Edward Island. The fishermen and dealers in those provinces being forced into competition in United States markets under serious disadvantages side by side with the American free catch taken out of our own waters. At the same time other producers are subjected to equally heavy charges on the agricultural and mineral products of the united provinces. Thus the practical effect of a formal license system has been to admit Americans to an almost free use of our fisheries whilst incurring on our own part, and that of the Imperial Government, a very considerable and uncompensated expense, to merely regulate foreign participation in those important advantages, at the same time to protect British fishermen in the concurrent enjoyment of their rightful privileges and to guard the fishing grounds against substantial injury.

It is stated in the instructions from the Secretary of State for the Colonies, dated 12th April, 1866, that Her Majesty's Government are clearly of opinion that by the convention of 1818, the United States have renounced the right of fishing, not only within three miles of the colonial shores, but within three miles of a line drawn across the mouth of any British bay or creek; and also that American vessels might be lawfully prevented from navigating the Gut of Canso.

Without at present raising any question as to the definition of bays, &c., and conceding for the time being that the modification of strict right already consented to by Her Majesty's Government in respect of all bays or creeks of less than ten geographical miles in width at the mouth, might without detriment to our legal claims temporarily continue, it remains to be considered whether Americans should be at once and altogether excluded from these inshore fishings, or in deference to the wishes of Her Majesty's Government be again admitted without limitation but at an increased rate of charge for licenses.

Memo. from United States Tariff.

Mackerel	$2 00	per bbl.
Herrings	1 00	do
Salmon	3 00	do
Other pickled fish	1 50	do
All others	½c.	per lb.

NOTE.—These rates with other Government taxes are in most instances equal to 33 per cent., and as regards pickled whitefish and salmon trout from Lakes Superior, Huron, Erie and Ontario, are utterly prohibitory.

There can be no doubt the claims advanced in former times by the Maritime Provinces, and which are said to have occasioned difficulties, are just and tenable—being confirmed alike by British and American authorities on international law. It is however presumed, that were the Government of the Dominion to now re-assert those views and seek an amicable adjustment of the controversy which was put in abeyance by the Reciprocity treaty, tedious negotiations and a protracted discussion must necessarily ensue; and if in addition to such indefinite delays, Her Majesty's Government should, from any cause, find it necessary to hesitate or decline to forcibly exclude Americans from the principal fishing places within and near such disputed limits, lest circumstances of a debatable character should arise, or collision should precipitate national complications, the further loss and injury thereby caused to Canadian interests would prove serious and lasting in the extreme.

Assuming that such might be the case, either of the above mentioned courses (partial exclusion or licensed admission) alone seems open to immediate and practical adoption.

The people of these provinces having loyally responded to the policy of the Empire, and under severe trials and increasing disadvantages for two years past, displayed that moderation and forbearance anticipated in Mr. Cardwell's despatch of the 21st April, 1866, might justly urge the peculiarity of their situation. They might earnestly impress upon Her Majesty's Government the vital and vast importance of these fisheries to the actual position and prospective interests of the new Dominion;

and confidently expect that the maritime jurisdiction and national right of fishery derivable from the parent state, shall be now firmly asserted and vigorously enforced. Such a policy at once temperate in spirit, just in its operation, and national in its objects, would doubtless favorably influence the public sentiment of Nova Scotia, and present a new and tempting inducement to the provinces of Prince Edward Island and Newfoundland to join the Confederation.

If there appeared at this juncture any near prospect of continued liberality and forbearance being reciprocated by the United States—if there was evinced an active desire to re-establish a fair interchange of the staple productions of the two countries—the peculiarity of our situation might not press with so great urgency. But unless before the opening of another fishing season some more equable and permanent arrangement be effected, the existing provisional system ought wholly to cease.

The undersigned cannot help perceiving that the despatch on which he is required to report seems to favor a continuance of the licensing system, and intimates the expediency of adopting a uniform tonnage rate at one dollar per ton.

Vide Appendices Nos. 1 & 2 It will be seen from the accompanying statements the direct extent to which the prohibitory duties of the United States affect the fishing interests of these Provinces.

This statement shows that for the year 1866, about $220,000 were paid as Customs duty by the provinces on fish exported to the United States, besides internal revenue taxes and other charges; whilst American fishermen, during the same period, have paid in license fees the comparatively insignificant sum of $13,016.85; and taken from the deep sea and shore fishings over four millions of dollars' worth of fish, and about one hundred and fifty thousand dollars' worth from the inland waters of the Province of Ontario.

Should it be the determination of Her Majesty's Government to continue the license system, it will at least become necessary to revise its conditions. In order that provincial fishermen may be placed on a somewhat less disadvantageous footing, in comparison with United States citizens in British waters, a higher rate per ton should be charged for licenses to American vessels. This charge should be regulated with reference as well to compensating our own fishermen and traders for the tax levied on fish exported to the United States markets, as to forming a fund for the maintenance of a marine police, made requisite by the presence of foreigners, and also to encourage and develop the fisheries; and it should not in any sense be rated either as an equivalent for the privileges conveyed, or as commensurate to the advantages enjoyed.

It is recommended that the rate be $1 per ton.

To effectively carry out this policy it is necessary that the practice of repeated warnings should be abandoned, and other regulations made with reference to such participation in the fisheries by United States vessels and fishermen. The Government of the Dominion will also require to establish and maintain a respectable force of marine police. And it may be found desirable on the part of Her Majesty's Government, as formerly, to instruct the naval officers in command of the North American squadron to co-operate with the provincial authorities in protecting the fisheries.

The whole, nevertheless, respectfully submitted.

P. MITCHELL, *Minister of Marine and Fisheries.*

APPENDIX No. 1.

STATEMENT of estimated amounts paid in gold by the several Provinces, in 1866, as Customs Duties on Provincial caught fish exported to the United States of America:

Canada	$ 18,000
Nova Scotia	163,000
Prince Edward Island	18,000
New Brunswick	20,000
Total	$219,000

MEMORANDUM of Tonnage of American Fishing Vessels engaged in the Provincial Fisheries during the year 1866:

Maximum (including unlicensed)	40,000	tons.
Minimum (licensed)	26,000	do
Average tonnage on which is estimated the probable yield in license fees at an increased rate, and under a well enforced system	33,013	do

At $4 per ton measurement, amounting to $132,052.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 20th Nov., 1867.

APPENDIX No. 2.

STATEMENT illustrating the unequal operation of the present license system, and the United States tariff rates:

At p. 13 of the Trade and Navigation Returns of New Brunswick, for the year 1865, compiled by Wm. Smith, Esq., Controller of Customs, &c., it is related that two merchants of St. John built and equipped a vessel of 71 tons in that year, expressly for the mackerel fishery in the Gulf of St. Lawrence and Bay of Chaleurs, at a cost of $4,800. Her catch was 600 barrels of mackerel, sold in Halifax and Boston for $6,000. After deducting expenses ($4,800), a profit of $1,200 accrued to the owners, being about 25 per cent. on their investment. The average catch of American fishermen in British waters is 10 barrels of mackerel to the ton. This license fee of 50 cents per ton, amounts to a tax of about 5 cents per barrel on their fish, while our fishermen are subjected to a duty of $2 per barrel in American markets; giving a direct advantage to the latter of $1.95 per barrel. Thus practically precluding our people from competing with the Americans in the chief market for mackerel—which is also the chief fish taken by them in our waters. The report adds, that under existing regulations, British colonial fishermen cannot successfully compete with Americans in the United States markets.

MEMORANDA of Despatches, &c., referred to in the within Report, noted in order of reference:

Despatch, 3rd September, 1867.	Order in Council, 18th June, 1866.
" 23rd May, 1866.	Despatch, 3rd March, 1866.
" 4th June, 1866.	" 12th April, 1866.
	" 21st April, 1866.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 15th September, 1868.

The Minister of Marine and Fisheries to whom has been referred, for Report to Council, the letters of Stewart Campbell, Esq., M.P., of the County of Guysborough, Nova Scotia, under date 14th and 15th instant, in relation to the exercise of privileges by American fishermen, and the construction to be placed upon the treaty of 1818, begs to report:—

That Mr. Campbell alleges, that under the Reciprocity treaty, a trade of considerable magnitude grew up in the Province of Nova Scotia, and especially in that part of it bordering upon the Straits of Canso, between the people of that province and American fishermen frequenting our waters; that a considerable market was afforded for the farmers in the supplying of these fishermen; that the manufacture of barrels had sprung up to a great extent along the straits, giving employment to great numbers of people, and that a large business was done through the local merchants in supplying the American vessels with salt and other outfits for the prosecution of their business; that business practically continued even since the termination of the treaty until the present year, when, as he alleges, the American vessels were prevented by the Customs officers from landing, refitting and storing cargoes

and supplies, from purchasing barrels, salt and outfits in the straits, without first taking out licenses, and paying the fee of $2 per ton, as it was contended that the treaty of 1818 precluded such privileges, and that the permission to fish or enjoy the privileges not conceded to them by the treaty could only be enjoyed on such license being obtained. Mr. Campbell alleges that in the neighboring colony of Prince Edward Island a different system prevails, and that though they are equally bound by the treaty referred to, they permit the storing of fish and the landing of bait and supplies, and the purchasing of salt, barrels and other outfits and materials necessary for the prosecution of the fisheries, whether the masters of these vessels have first taken out a license or not.

Mr. Campbell further alleges that he believes that American fishermen largely supply themselves in the vicinity of the said island, and within the prohibited limits with fish caught in British waters, and catch fish and obtain supplies, and in a large majority of cases have no licenses—thus practically evading the terms of the treaty and enjoying all the rights of Her Majesty's subjects.

He further complains that the effect of such a laxity in the enforcement of the treaty rights in Prince Edward Island, while they are stringently enforced in Nova Scotia, has had the effect of drawing off a lucrative trade which had sprung up in the Straits of Canso to the ports of that island.

The undersigned begs respectfully to submit:—

That the rights which the citizens of the United States are entitled to enjoy in relation to the fisheries on the coast of these Provinces, are those only which are granted them by the Convention of 1818.

That this convention excludes them from any right of fishing within three miles of the coast of British America, and that the prescribed distance is to be measured from the headlands or extreme points of land next the sea or the coast, or the entrance of bays or indents of the coast, and consequently that no rights exist on their part to enter the bays or ports of Nova Scotia for the purpose of fishing, other than for the purpose of getting wood and water, or for the purpose of shelter and repairing damages therein. See sections 2 and 3 of the Imperial Act, 59 Geo. III, cap. 38, in the latter part of which it is distinctly stated that they shall enter "for no other purposes whatever."

The concluding part of the fishery article of the convention of 1818 reads thus:

"Provided, however, that the American fishermen shall be admitted to enter such bays or harbors for the purpose of shelter, and of repairing damages therein—of purchasing wood and of obtaining water and for no other purpose whatever. But they shall be under such restrictions as may be necessary to prevent their taking, drying or curing fish therein, or in any other manner whatever abusing the privileges hereby preserved to them.

It may be suggested, however, that though precluded from entering for purposes of fishing, that they may be permitted to exercise the right of entering for purposes of trade. Whether such a claim might be fairly maintained were the vessel purely a trading vessel would depend upon the treaties between Great Britain and the United States and the usages of nations in such cases; but I presume that no such question could arise here—the vessels in question are alleged to be purely fishing vessels—fitted out as such and calling into the ports referred to for the purposes of supplying themselves with salt, barrels, stores and provisions for the prosecution of a fishery business, and for landing and storing their catch from time to time and alleging that they do not want a license to fish as they do not intend to fish within the three mile limit, avowing themselves fishermen; but at the same time declaring that they do not contemplate fishing within the limits. This class of vessels have no right to enter our ports for other purposes than those of shelter, repairing damages, purchasing wood and obtaining water.

Citizens of the United States have no right conceded them by the treaty of 1818, to navigate or use the passage or Straits of Canso, and the Queen's Advocate General and Her Majesty's Attorney General of England in 1841, gave the following opinion upon this point:—

"We are of opinion that independently of treaty, no foreign country has the right to use or navigate the passage of Canso; and attending to the terms of the convention relating to the rights of fishing to be enjoyed by the American citizen, we are also of opinion that that convention did not either expressly or by necessary implication concede any such right of using or navigating the passage in question. We are also of opinion that the casting bait to lure fish in the track of any American vessel navigating the passage would constitute a fishing within the negative terms of the convention."

I would also notice that a letter from the Hon. Edward Cardwell, the Secretary of State for the Colonies, to the Lord of the Admiralty, under date 12th April, 1866, in relation to this question of the fisheries, states :—

"The determination of the Reciprocity treaty concluded in 1854, between Great Britain and the United States, renews the first article of a convention of the 20th of October, 1818, with various Imperial and Colonial Acts enumerated in the margin of which the operation had been suspended during the continuance of the treaty by the Imperial Act 18 and 19 Vic., cap. 3, sec. 1, or otherwise."

The letter referred to goes on to state amongst other things, that except within certain limits named, American fishermen are not to take, dry or cure fish on or within three miles of the coasts, bays, creeks and harbors of British North America. But they may enter such bays and harbors for certain specified purposes under such restrictions as may be necessary to prevent abuse by fishing or otherwise; but are forbidden to enter such bays or harbors except for certain defined purposes. The letter further states, after referring to Act of Geo. III, and the Merchant Shipping Act, that more extended powers are conferred by the local Acts of Nova Scotia, New Brunswick and Prince Edward Island on certain officers, sufficient to bring into port any foreign vessel which continues within these waters for twenty-four hours after notice to quit them, and in case she shall have been engaged in fishing to prosecute her to condemnation. It further refers to the wish of Her Majesty's Government in reference to treatment of American fishermen in connection with a question of bays and headlands, and that they should not be interfered with, unless found within three miles of the shore; but if found within these limits, should receive the notice to depart which is contemplated by the laws of Nova Scotia, New Brunswick or Prince Edward Island, if within the waters of one of these colonies under circumstances of suspicion —and the letter in concluding, states :—

"Her Majesty's Government do not desire that the prohibition to enter British bays should be generally insisted upon, except when there is reason to apprehend some substantial invasion of British rights. And in particular they do not desire American vessels to be prevented from navigating the Gut of Canso (from which Her Majesty's Government are advised they might be lawfully excluded), unless it shall appear that this permission is used to the injury of colonial fishermen, or for other improper objects."

The undersigned therefore concludes that as it is only by treaty right that these American fishing vessels have a right to enter Nova Scotia ports, and as that is limited to specific objects, they have no right to exceed them; and the Customs officers were quite within the scope of their jurisdiction in refusing to allow them to enjoy privileges other than those named in the treaty.

Next it is submitted that the same duties which is devolved upon the Customs officers of the Dominion applied equally to those of Prince Edward Island, which latter colony has, like the colonies of New Brunswick and Nova Scotia, her own laws, similar in their scope and spirit and giving ample power to enforce compliance with the terms of the convention of 1818 above referred to. But it is alleged by Mr. Campbell that they are not equally enforced by the officers of that Government, and while this enures to the benefit of the island inasmuch as it attracts the trade, a large share of which Nova Scotia formerly enjoyed, it must be most damaging to certain sections of the latter Province, and if permitted to continue, would be manifestly unjust.

Before dealing with the question of remedy for such an anomalous state of things, the undersigned would respectfully recommend that he be instructed to employ Mr. Campbell personally to proceed to Prince Edward Island and Nova Scotia, and ascertain with accuracy the facts in detail, in relation to the American fishing trade with these colonies, and to report fully on all matters connected therewith, with as little delay as possible.

Respectfully submitted.

P. MITCHELL, *Minister of Marine and Fisheries.*

APPENDIX.

MEMORANDUM as to the offer made by the United States High Joint Commissioners, of Free Coal, Lumber and Salt.

The United States contend, at page 31 of the Answer, that: "Where a tax or duty is imposed upon only a small portion of the producers of any commodity, from which the great body of its producers are exempt, such tax or duty necessarily remains a burden upon the producers of the smaller quantity, diminishing their profits and cannot be added to the price, and so distributed among the purchasers and consumers."

In reference to this principle, it is submitted in the Reply—that its enunciation (by a professedly protectionist Government, whose general policy has been a proof of its practical acceptance of the principle thus put forward) "is conclusive in showing the value at which the United States estimate the compensation to be paid for the concessions granted to them by the Treaty of Washington." In this relation Her Majesty's Government calls particular attention to the offer made by the United States Commissioners during the negotiation preceding that treaty, as appears from the protocols of the Conference. That offer is expressed in the following words: (Vide page 42 of Appendix E.)

"That inasmuch as Congress has recently more than once expressed itself in favor of the abolition of the duties on coal and salt, they would propose that coal and salt and fish be reciprocally admitted free, and that inasmuch as Congress had removed the duty from a portion of the lumber heretofore subject to duty, and as the tendency of legislation in the United States was towards the reduction of taxation and of duties in proportion to the reduction of the public debt and expenses, they would further propose that lumber be admitted free of duty from and after the 1st July, 1874."

Attention is now directed to the following considerations, viz:—

That the articles comprised within that offer are all largely produced within the United States; that the proportion of such articles which could possibly be supplied by the Dominion of Canada to the markets of the United States, must, for many years to come, have been trifling, as compared with the immense home production of the latter,* and

That in view of the principle laid down by the United States Government, it is manifest that in making such an offer they must have expected its acceptance to have resulted in a clear aggregate loss of revenue during the twelve years embraced by the treaty to the extent of not less than seventeen millions of dollars, which revenue if the principle so laid down were correct, had been theretofore contributed wholly by the subjects of Her Majesty. This will be more clearly understood upon reference to the following tables, from which it will be seen that the average annual duties paid into the United States Treasury upon those articles on importation from Canada from the date of the abrogation of the Reciprocity treaty in 1866 to the close of the fiscal year 1869-70 were as follows:—

*The domestic production of lumber, &c., in the United States for 1870, was about 250 millions of dollars. Importations from Canada less than 8½ millions.

Lumber	$1,391,430	
Coal	309,977	
Salt	23,526	
		$1,724,933
Deducting import duties levied upon the same articles—upon importation into Canada from the United States, viz		9,162
		$1,715,771

This annual revenue for 12 years—less two years, duties upon lumber, which was not to be included within the terms of remission until July, 1874, would have been equivalent to a aggregate sum of $17,806,392, which sum it is contended is the value placed upon the privileges of free admission to the British American fisheries by the Government of the United States.

The offer of the American Commissioners recorded in the protocol above referred to, embraced the free admission into the United States of fish and fish oil, coal and salt, to which lumber was to be added after the 1st July, 1874. The treaty, as subsequently agreed upon, confined the reciprocal remission of duty to fish and fish oil. The difference then between the offer of the Commissioners and the actual treaty concessions, lies in the free admission of coal, salt and lumber, which are now admitted subject to duty.

The preceding figures are obtained from the statement No. 1. Other detailed statements (2 to 7) follow in order that the correctness may be verified by comparison with the United States Commerce and Navigation Returns—from which they have been compiled.

SUMMARY STATEMENT (No. 1) showing the Annual Duties accrued upon Coal, Salt and Lumber upon importation into the United States from Canada, during the Fiscal Years ended 30th June, 1867, 1868, 1869 and 1870, respectively.

Articles.	1867.	1868.	1869.	1870.	Total 1867 to 1870.	Annual Average.
	$	$	$	$	$	$
Lumber	1,221,640	1,289,735	1,379,760	1,674,585	5,565,720	1,391,430
Coal	423,017	285,184	321,481	210,225	1,239,907	309,977
Salt	14,542	9,970	48,692	20,899	94,103	23,526
	1,659,199	1,584,889	1,749,933	1,905,709	6,899,730	1,724,933
DEDUCT—Canadian remissions on imports from United States—						
Lumber					12,820	
Coal					23,493	
Salt					334	
					36,647	9,162
						1,715,771

$1,715,771 × 12 years =	$20,589,252
LESS—2 years' duty on lumber	2,782,860
Aggregate remissions	$17,806,392

STATEMENT (No. 2) showing the Value of Timber and Lumber of all kinds Exported to, and Imported from, the United States by the Dominion of Canada; also the Duty payable thereon in each country, respectively, from 1867 to 1870, inclusive.

	Exported to United States.			Imported from United States.		
	Quantity.	Value.	Duty payable in United States.	Quantity.	Value.	Duty collected in Canada.
1867.		$	$ cts.		$	$ cts.
Ontario and Quebec		6,201,977			57,482	Free.
do					21,397	3,220 80
Nova Scotia, 9 months		74,541			11,675	
New Brunswick, 6 months.		375,933			5,894	
do					1,865	55 95
Prince Edward Island		598			1,275	
1868.		6,656,049	1,221,640 60		99,588	3,276 75
Ontario and Quebec		6,672,664			109,574	Free.
do					26,170	3,925 47
Nova Scotia		96,735			4,268	
do					104	10 40
New Brunswick		332,781				
Prince Edward Island		394			1,134	
1869.		7,102,574	1,289,735 10		141,250	3,935 87
Ontario		4,032,090			140,682	Free.
do					16,984	2,547 77
Quebec		2,179,785			5,759	
do					2,257	338 35
Nova Scotia		203,048			13,931	
do					80	11 93
New Brunswick		420,166			40,124	
do					333	49 85
Prince Edward Island		58			3,377	
1870.		6,835,147	1,370,760 00		223,527	2,947 90
Ontario		4,693,725			147,372	Free.
do					14,931	2,239 46
Quebec		2,930,811			50,030	
do					1,583	237 37
Nova Scotia		207,894			16,333	Free.
New Brunswick		473,892			36,515	Free.
do					1,238	185 70
Prince Edward Island		1,951			1,338	Free.
		8,308,273	1,674,585 00		269,340	2,662 53
Total duties (4 years)			5,565,720 00			12,820 00
Annual average			1,391,430 00			3,205 00

Vide Statement No. 1.

STATEMENT (No. 3) showing the Quantity and Value of Coal Exported to, and Imported from, the United States by the Dominion of Canada; also the Duty payable thereon in each country, respectively, from 1867 to 1870, inclusive.

—	Exported to United States.			Imported from United States.		
	Quantity.	Value.	Duty payable in United States.	Quantity.	Value.	Duty collected in Canada.
1867.		$	$ cts.		$	$ cts.
Ontario and Quebec				182,669	730,676	
Nova Scotia, 9 months				1,278	10,080	
New Brunswick, 6 months				2,943	9,750	292 50
Prince Edward Island				20	156	
Broken period in Canada (quantity taken from U.S. Returns)	338,492	855,639	423,017 25	186,910	750,662	292 50
1868.						
Ontario and Quebec				183,391	791,998	
Nova Scotia	198,920	400,652		2,242	11,728	
New Brunswick	12,534	125,340				
Prince Edward Island				81	399	
1869.	211,454	525,992	285,184 20	185,714	804,125	
Ontario	10	90		144,071	607,934	
Quebec	155	974		48,146	187,443	
Nova Scotia	376,135	578,190		5,061	21,847	
New Brunswick	8,175	79,980		6,990	30,105	
Prince Edward Island	40	82		107	769	
1870.	384,515	659,316	321,481 00	204,375	848,098	
Ontario	6	61		114,739	499,660	Free.
do				31,725	156,479	15,862 57
Quebec	127	1,257		51,743	155,230	Free.
do				13,676	53,131	6,838 20
Nova Scotia	209,448	398,621		852	7,101	Free.
do				348	1,673	173 75
New Brunswick	5,405	54,777		6,018	29,236	Free.
do				654	2,650	326 75
Prince Edward Island				101	666	Free.
	214,986	454,716	210,225 00	219,856	905,826	23,201 27
Total duties (4 years)			1,239,907 00			23,493 00
Annual average			309,977 00			5,873 00

Vide Statement No. 1.

STATEMENT (No. 4) showing the Quantity and Value of Salt Exported to, and Imported from, the United States by the Dominion of Canada; also the Duty payable thereon in each country, respectively, from 1867 to 1870, inclusive.

—	Exported to United States.			Imported from United States.		
	Quantity.	Value.	Duty payable in United States.	Quantity.	Value.	Duty collected in Canada.
1867.		$	$ cts.		$	$ cts.
Ontario and Quebec..Bush.				679,085	198,952	
Nova Scotia, 9 mon's "				4,624	1,271	
New Bruns., 6 mon's..Pkgs.				311	1,625	17 25
Prince Edward Isl.... "				78	66	
1868.	7,347,589	25,537	14,541 94		201,984	17 25
Ontario and Quebec..Bush.				498,558	196,897	
Nova Scotia "				13,192	1,665	
New Brunswick "						
Prince Edward Isl... "				400	121	
1869.	4,709,948	18,048	9,970 83	512,150	198,683	
Ontario "				501,330	147,138	
Quebec "				2,300	1,801	
Nova Scotia "				11,427	1,160	
New Brunswick..... Brls.				1,159	2,057	
Prince Edward Isl... Pkgs.				161	506	
1870.	23,186,834	70,245	48,692 00		152,662	
Ontario..... Bush.				250,358	66,824	Free.
do				3,155	1,127	157 75
Quebec				4,153	706	Free.
do				732	453	36 70
Nova Scotia				2,225	691	Free.
do				2,109	374	105 45
New Brunswick				1,303	1,296	Free.
do				351	281	17 55
Prince Edward Island				200	112	Free.
	9,952,042	34,017	20,899 00	264,586	71,864	317 45
Total duties (4 years)			94,103 00			334 00
Annual average			23,526 00			84 00

Vide Statement No. 1.

RECAPITULATION.

Average annual duties upon the following goods exported from Canada to United States—		Average annual duties imposed on the following goods imported into Canada from the U.S.—	
Lumber	$1,391,430	Lumber	$3,205
Coal	309,977	Coal	5,873
Salt	23,526	Salt	84
	$1,724,933		$9,162

DETAILED STATEMENT (No. 5) showing the Quantity and Value of Timber and Lumber Imported into the United States from the Dominion of Canada; also the Duty payable thereon, annually, from 1867 to 1870, inclusive. (Compiled from United States Returns.)

Description.	Imported into United States from Dominion of Canada.			
	Quantity.	Value.	Duty.	Rate of Duty.
		$	$ cts.	
1867—Unmanufactured		2,559		Free.
Shingle bolts and stave bolts		85,061		do
Boards, plank and scantling.....M. ft.	413,375	3,839,960	767,992 00	20 per cent.
Timber, hewn ..... "	2,823	175,793	35,158 60	20 do
do rough		413,401	82,680 20	20 do
do other.....M. ft	161,203	1,539,364	307,872 80	20 do
Laths ..... M.	64,226	76,634	15,326 80	20 do
Staves ..... "	6,281	126,102	12,610 20	10 do
		6,258,874	1,221,640 60	
1868—Unmanufactured		2,077		Free.
Shingle bolts and stave bolts		119,395		do
Boards, planks, scantling, &c.....M. ft	255,494	2,620,842	524,168 40	20 per cent.
Timber, hewn ..... "	2,926	109,254	21,850 80	20 do
do rough		515,763	103,152 60	20 do
Other lumber.....M. ft.	300,214	3,032,377	606,435 40	20 do
Laths..... M.	100,723	112,200	22,440 00	20 do
Staves ..... "	1,181,409	116,879	11,687 90	10 do
		6,628,587	1,289,735 10	
1869—Unmanufactured		38,197		Free.
Manufactures of		7,093,885	1,379,760 00	Average 19·45 per cent. No details given.
		7,132,082	1,379,760 00	
1870—Unmanufactured		27,874		Free.
Manufactures of		8,610,723	1,674,585 00	Average 19·45 per cent. No details given.
		8,638,597	1,674,585 00	

DETAILED STATEMENT (No. 6) showing the Quantity and Value of Coal Imported into the United States from the Dominion of Canada; also the Duty payable thereon, annually, from 1867 to 1870, inclusive. (Compiled from United States Returns.)

Description.	Imported into United States from Dominion of Canada.			
	Quantity.	Value.	Duty.	Rate of Duty.
		$	$ cts.	
1867—Bituminous	338,377	855,007	422,971 25	$1.25 per ton.
Other	115	632	46 00	40c. do
	338,492	855,639	423,017 25	
1868—Bituminous	228,132	653,251	285,165 00	$1.25 do
Other	48	269	19 20	40c. do
	228,180	653,520	285,184 20	
1869—Bituminous	257,185	630,571	321,481 00	$1.25 do
1870—Bituminous	168,180	384,287	210,225 00	$1.25 do

DETAILED STATEMENT (No. 7) showing the Quantity and Value of Salt Imported into the United States from the Dominion of Canada; also the Duty payable thereon, from 1867 to 1870, inclusive. (Compiled from United States Returns.)

Description.	Imported into United States from Dominion of Canada.			
	Quantity.	Value.	Duty.	Rate of Duty.
		$	$ cts.	
1867—In bulk, lbs.	5,153,775	17,374	9,276 79	18c. per 100 lbs.
In bags, lbs.	2,193,814	8,163	5,265 15	24c. do
	7,347,589	25,537	14,541 94	
1868—In bulk, lbs.	2,221,726	6,592	3,999 10	18c. do
In bags, lbs.	2,488,222	11,456	5,971 73	24c. do
	4,709,948	18,048	9,970 83	
1869—Lbs	23,186,834	70,245	48,692 00	Average 21c. per 100 lbs.
1870—Lbs	9,952,042	34,017	20,899 00	do

The Earl of Derby to the Governor General.

DOWNING STREET, 13th June, 1885.

MY LORD,—With reference to my telegram of the 11th instant, in which I apprized you that Her Majesty's Minister at Washington had been instructed by telegram to negotiate with the United States Government in the matter of the course to be taken on the termination of the fishery articles of the Treaty of Washington, I have the honor to transmit to you herewith, for the confidential information of yourself and of your Ministers, copies of two letters from the Foreign Office, with their enclosures, on the subject.

I have, &c.,

DERBY.

Governor General the Most Hon. the Marquis of Lansdowne,
G.C.M.G., &c., &c., &c.

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 6th June, 1885.

SIR,—With reference to my letter, marked "Confidential," of yesterday's date, I am directed by Earl Granville to transmit to you, to be laid before the Earl of Derby, copies of despatches which his Lordship has addressed to Her Majesty's Minister at Washington, instructing him to negotiate a temporary arrangement with regard to the fisheries question.

I am, &c.,

PHILIP W. CURRIE.

The Under Secretary of State, Colonial Office, London.

FOREIGN OFFICE, 3rd June, 1885.

SIR,—I have received your despatches of this series, Nos. 12, 13 and 15, of the 2nd, 4th and 13th ultimo, relative to the termination of the fishery articles of the Treaty of Washington.

I now transmit to you copies, in print, of the correspondence marked in the margin, from which you will learn the nature of the communications which have passed between the Imperial and Colonial Governments on this subject, and the views which have been expressed by the latter concerning the temporary arrangement proposed by Mr. Bayard.

I have to authorize you to negotiate an arrangement with the United States Government, following as closely as possible the wishes of the Colonial Government, but on the distinct understanding that it is of a temporary nature, and that its conclusion must not be held to prejudice any claim which may be advanced to more satisfactory equivalents by the Colonial Governments in the course of negotiations for a more permanent settlement.

You will make it clearly understood that Her Majesty's Government and the Colonial Governments have consented to this arrangement solely as a mark of good will to the Government and people of the United States, and to avoid difficulties which might be raised by the termination of the fishery articles in the midst of a fishing season; and also that the acceptance of such a *modus vivendi* does not by any implication affect the value justly attached to their inshore fisheries by the Governments of Canada and Newfoundland.

Her Majesty's Government, at the same time, rely on the assurances given by Mr. Bayard, that he will, at the earliest possible moment, recommend to Congress the formation of an international commission to consider the whole question of the fisheries, and you will state that Her Majesty's Government will accede, with much pleasure, to any proposal for the institution of such a commission.

You will observe, from the inclosure to the Colonial Office letter of the 2nd instant, that the Government of Canada is anxious that some mention of intended

negotiations for the reciprocal development and extension of trade between the two countries should be made in the notes to be exchanged between yourself and Mr. Bayard for the purpose of recording the temporary agreement which may be come to, and I have to acquaint you that the matter is being considered, and that I shall shortly send you instructions on the subject.

I am, &c.,

GRANVILLE.

Hon. L. S. S. West, &c., &c., &c.

Foreign Office, 5th June, 1885.

Sir,—With reference to my despatch, No. 15, of this series, of the 3rd instant, I have to acquaint you that you are authorized to insert, in these notes which may be exchanged between Mr. Bayard and yourself, for the purpose of recording the temporary arrangement in regard to the fisheries question, a statement to the effect that this agreement has been arrived at between the two Governments under circumstances affording a prospect of negotiations for the development and extension of trade between British North America and the United States.

I am, &c.,

GRANVILLE.

Hon. L. S. S. West, &c., &c., &c.

Foreign Office, 5th June, 1885.

Sir,—With reference to your letters of the 1st and 2nd instant, I am directed by Earl Granville to transmit to you, to be laid before the Earl of Derby, copies of telegrams which his Lordship has addressed to Her Majesty's Minister at Washington, instructing him to negotiate a temporary arrangement with regard to the fisheries question, in the sense desired by the Governments of Canada and Newfoundland.

I am, &c.,

PHILIP W. CURRIE.

The Under Secretary of State, Colonial Office.

(*Telegram.*)

To Mr. West, 3rd June, 1885, 5.30 p.m.

"The Canadian and Newfoundland Governments have been asked whether, on the understanding that it is a temporary arrangement, and without prejudice to equivalents which might be required, if the settlement was to be more lasting. They accept the proposals in Bayard's memorandum."

Following replies received:

Canada.

(Enclosure 2 in Colonial Office letter 19th May.)

* * * * * *

Newfoundland.

(Enclosure in Colonial Office letter, 1st June.)

* * * * * *

"Follow the wishes of the Colonial Government as closely as possible in negotiating a temporary arrangement.

"Consult the Colonial Governments concerned by telegraph, if any points arise.

"Canada desires reciprocity negotiations mentioned in notes. I shall instruct you shortly."

MESSAGE

LANSDOWNE. (101*i*)

The Governor General transmits to the House of Commons copies of Despatches, Correspondence and Papers having reference to the negotiations at Washington with respect to the termination of the Fishery Clauses of the Treaty of Washington, during the year 1884, and to the present date in 1885.

GOVERNMENT HOUSE, OTTAWA, 9th July, 1885.

DOWNING STREET, 4th December, 1884.

MY LORD,—In view of the fact that the fishery articles of the Treaty of Washington will expire on the 1st of July next, I have the honor to inform you that Her Majesty's Government are desirous of obtaining, at as early a date as may be possible, some definite expression of the views of the Government of the Dominion of Canada as to the course which they may wish to be pursued in negotiation with the Government of the United States, with the object of arriving at some satisfactory arrangement with that Government, in order to avoid the risks and complications which might arise from the fishery question being left in an unsettled and undecided state.

You will therefore be so good as to lay this despatch before your Ministers, and to request them to favor me, at their earliest convenience, with such an expression of their views upon this important subject as they may be in a position to supply.

I have, &c.,

DERBY.

Governor General the Most Hon. the Marquis of Lansdowne,
G.C.M.G., &c., &c. &c.

GOVERNMENT HOUSE, OTTAWA, 26th December, 1884.

MY LORD,—I have the honor to acknowledge receipt of Your Lordship's despatch (secret) of the 4th of December, and to inform you that, agreeably with the instructions contained therein, I have urged upon my Government the necessity of supplying Your Lordship with a definite expression of its views in regard to the steps to be taken in consequence of the approaching expiration of the fishery articles of the Treaty of Washington.

2. Some delay has been occasioned by the absence of Sir John Macdonald from Ottawa on public business. I have, however, since his return, had several conversations with him, and am now able to give Your Lordship an indication of the manner in which the Government of the Dominion desire to deal with this question.

3. I have, in the first place, to point out that these articles have been abrogated by the Government of the United States, in compliance with a vote of Congress, without, as far as we are aware, any intimation of a desire on the part of that Government to substitute for them any other arrangement, and without any specific disclosure of the reasons which have induced it to adopt such a course, beyond general and unofficial expressions of dissatisfaction with the result of the award, under which

the United States were required to pay a sum of five and a-half millions of dollars for the privilege of fishing in the waters to which their fishermen were admitted under the treaty of 1871.

4. A course similar to that which has now been adopted was followed by the Government of Washington, in regard to the treaty of 1854, which was abrogated in like manner, to the detriment of the commercial relations which had been established between the two countries while it was in operation.

5. In the face of these circumstances, my Government does not consider that it would be consistent with the respect which it owes to itself to appear as a suitor for concessions at the hands of the Government of the United States. It is, moreover, certainly open to question whether, if negotiations on this subject are to be approached at all, they will not be approached with a better prospect of success if they are commenced and conducted with the Government which will assume office next spring, rather than with that by which the articles have been denounced, and which could not reasonably expect to terminate such negotiations before the end of its official existence.

6. The expiration of the fishery articles, although it will no doubt produce some dislocation of this branch of the commerce of the Dominion, will only replace it in the position which it occupied between the expiration of the treaty of 1854 and the commencement of the treaty of 1871. Each party will be restricted to its own waters, and steps would be taken to protect from trespassers those of the Dominion which are admitted to be of far greater value than those of the United States. It is probable that a considerable portion of the catch of the Canadian fishermen would find its way, as it did during the period referred to, to the same markets as now, but carried in American vessels, the owners of which would purchase the fish from the Canadian fishing vessels, whilst afloat, and enter them at their own ports, free of duty, as their own catch, for re-sale in the West Indies and elsewhere.

7. In another respect, however, the action of the United States Government is, no doubt, likely to have inconvenient and perhaps embarrassing results, though not to Canadian fishermen. The fishery clauses will cease to operate on the 1st July, 1885. At that time vessels belonging to the United States will be engaged in fishing in Canadian waters. These vessels will have been equipped and fitted out for the season's fishing, and will have made all their arrangements, in the belief that they would be able to prosecute their business until the end.

If these vessels were, upon the day following that upon which the articles ceased to operate either captured for trespass or compelled, on pain of seizure, to desist from fishing in Canadian waters, considerable loss would be occasioned to the owners, and much ill-feeling created between the two countries. The Government of the Dominion has no desire to be instrumental in producing such a state of things, and I am able to inform Your Lordship that should such a course be acceptable to the Government of the United States, we shall be prepared to agree to an extension of the operation of the clauses in regard both to "tree fishing" and to "free fish," until the 1st January, 1886. If this were to be done, their expiration would take place between the fishing season of 1885 and that of 1886, instead of in the middle of that of 1885, with the result of avoiding those complications of which I have already spoken.

8. The delay thus gained would, if the United States were to show any desire for the discussion of the commercial relations of the two countries, give time for such a discussion, and the Government of the Dominion would have no object in restricting its scope to the subject of the fisheries. It is indeed a matter of notoriety that the Dominion has constantly expressed its readiness to become a party to an arrangement which might have the effect of affording increased facilities for international commerce between itself and the United States. It has given the best proof of its sincerity by taking, under its existing Customs laws, powers of which Your Lordship is aware, to admit upon favorable terms, by proclamation of the Governor General, those products of the United States which were included in the treaty of 1854, wherever a similar course in regard to the natural products of the Dominion may be adopted by the Government of Washington.

It regretted, at the time, the termination of the treaty of 1854, which it believed to be advantageous to the interests of both countries, and it would be fully prepared, on receiving from the Government of the United States an intimation that negotiations would be likely to produce useful results, to enter into such negotiations in an amicable spirit.

9. I think it my duty, in conclusion, to make Your Lordship aware that in a letter to Her Majesty's Minister at Washington, dated the 23rd instant, I asked him to be good enough to inform me whether such an *ad interim* arrangement as I have indicated in paragraph 7 was likely to be agreeable to the Government to which he is accredited.

I have, &c.,

LANSDOWNE.

Right Hon. the Earl of Derby.

The Hon. L. S. West to the Governor General.

WASHINGTON, 23rd April, 1885.

MY LORD,—I have the honor to enclose to Your Excellency herewith copy of a memorandum which has been submitted to me by the Secretary of State, on the subject of an understanding which the United States Government seeks to establish with Your Excellency's Government, for the continuance of existing arrangements under the fisheries articles of the Treaty of Washington, until a more permanent settlement of the fisheries question is reached.

I have, &c.,

L. S. SACKVILLE WEST.

The Marquis of Lansdowne, G.C.M.G., &c., &c., &c.

MEMORANDUM.—The legislation passed by the Congress of the United States, Act of 1st March, 1873, for the execution of the fishery articles of the Treaty of Washington, has been repealed by the joint resolution of 3rd March, 1883, the repeal to take effect 1st July, 1885; from that date the effects of the fishery articles of the Treaty of Washington absolutely determine, so far as their execution within the jurisdiction of the United States is concerned, and without new legislation by Congress modifying or postponing that repeal, the Executive is not constitutionally competent to extend the reciprocal fisheries provisions of the treaty beyond the 1st of July next, the date fixed by the action of Congress.

Mr. West's memorandum of 12th March, 1885, suggests the mutual practical convenience that would accrue from allowing the fishing ventures commenced prior to 1st July, 1885, to continue until the end of the season for fishing of that year, thus preventing their abrupt termination in the midst of fishing operations on the 1st of July.

It has been, moreover, suggested on the part of the Province of Newfoundland and of the Dominion of Canada, that in view of the mutual benefit and convenience of the present local traffic, consisting of the purchase of ice, bait, wood and general ship supplies by the citizens of the United States engaged in fishing from the inhabitants of the British American fishing coast, the usual operations of the fishing season of 1885 should be continued by the fishing vessels belonging to the citizens of the United States until the end of the season of that year, and that the local authorities of Newfoundland and of the Dominion of Canada, in a spirit of amity and good neighborhood, should abstain from molesting such fishermen or impeding their progress or their local traffic with the inhabitants, incidental to fishing during the remainder of the season of 1885, and all this with the understanding that the President of the United States would bring the whole question of the fisheries before Congress at the next Session in December, and recommend the appointment of a commission, in which the Government of the United States and of Great Britain should be respectively represented, which commission should be charged with the consideration and settlement, upon a just, equitable and honorable basis, of the entire question of

the fishing rights of the two Governments, and their respective citizens, on the coasts of the United States and British North America.

The President of the United States would be prepared to recommend the adoption of such action by Congress, with the understanding that, in view and in consideration of such promised recommendation, there would be no enforcement of restrictive and penal laws and regulations by the authorities of the Dominion of Canada, or of the Province of Newfoundland, against the fishermen of the United States resorting to British American waters between the 1st of July next and the close of the present year's fishing season; the mutual object and intent being to avoid any annoyance to the individuals engaged in this business and traffic, and the irritation or ill-feeling, that might be engendered by a harsh or vexatious enforcement of stringent local regulations on the fishing coast, pending an effort to have a just and amicable arrangement of an important and somewhat delicate question between the two nations.

Public knowledge of this understanding and arrangement can be given by an exchange of notes between Mr. West and myself, which can be given to the press.

The Governor General to the Hon. L. S. West.

OTTAWA, 28th April, 1885.

SIR,—I have the honor to acknowledge the receipt of your letter of the 23rd instant, enclosing a copy of the memorandum submitted to you by the Secretary of State, upon the subject of an understanding which the Government of the United States desires to establish with that of the Dominion, in view of the approaching expiration of the fisheries articles of the Treaty of Washington.

I have referred Mr. Bayard's memorandum to my Government, and I hope to be able to communicate further with you upon the subject in the course of a few days.

I may, however, in the meanwhile, express the hope that you will convey to the Secretary of State the assurance that his proposals will receive most careful consideration, and that the Government of the Dominion is sincerely desirous of placing its relations with the Government of the United States, both in regard to the question of the fisheries and in regard to all questions affecting the commerce of the two countries, upon a footing advantageous and satisfactory to both, and likely to avoid, as far as circumstances will admit, all risk of misunderstanding and annoyance to the individuals concerned therein.

I have, &c.,

LANSDOWNE.

Hon. L. S. WEST, &c., &c., &c.

The Hon. L. S. West to the Governor General.

WASHINGTON, 3rd May, 1885.

MY LORD,—I have the honor to acknowledge the receipt of Your Excellency's despatch No. 45, of the 28th ultimo, and to inform your Lordship that I have conveyed to the Secretary of State the assurance that the proposal contained in the memorandum, for an understanding to be established between the two Governments, in view of the approaching expiration of the fishery articles of the Treaty of Washington, will receive most careful consideration, and that your Excellency's Government is sincerely desirous of placing its relations with the Government of the United States, both in regard to the question of the fisheries and in regard to all questions affecting the commerce of the two countries, upon a footing advantageous and satisfactory to both, and likely to avoid, as far as circumstances will admit, all risk of misunderstanding or annoyance to the individuals concerned therein.

I have, &c.,

L. S. SACKVILLE WEST.

The Marquis of Lansdowne, G.C.M.G., &c , &c., &c.

OTTAWA, 28th April, 1885.

The Governor General to the Earl of Derby.

MY LORD,—I have the honor to forward for your Lordship's consideration copies of a letter which I have received from Her Majesty's Minister at Washington, and of a memorandum enclosed therein by the Secretary of State of the United States Government, upon the subject of the approaching expiration of the fisheries clauses of the Treaty of Washington. I also enclose copy of my reply to Mr. West.

I have referred Mr. West's letter and the memorandum to my Ministers, and I shall communicate further with Your Lordship, in a few days, as to the course which the Government of the Dominion may propose to adopt in the matter.

I have already made your Lordship aware of the reasons which led me to believe that the abrupt termination of the fishery clauses, on the 1st July next, which might be followed by the seizure of American vessels found after that date within the territorial waters of the Dominion, would be attended with the utmost inconvenience; and I expressed my hope that it might be found possible to effect an arrangement under which the operation of the clauses, both in regard to free fish and free fishing, might be extended to 1st January, 1886, and that before the commencement of another fishing season a permanent agreement might be arrived at between the two Governments.

Your Lordship will observe that Mr. Bayard is of opinion that without new legislation by Congress the Executive is not constitutionally competent to extend the operation of the clauses in the manner proposed; and that he suggests that, in order to avoid the inconvenience which was anticipated, the usual operations of the fishing vessels belonging to citizens of the United States should be allowed to continue without interference on the part of the local authorities, either of the Dominion or of Newfoundland, until the close of the season.

This, Mr. Bayard proposes, should be done upon an understanding, to which expression might, he thinks, be given by means of notes exchanged between Mr. West and himself, and published in the press, to the effect that Congress should be moved, at its next Session, to agree to the appointment of an international commission, on which the Governments of the United States and Great Britian should be represented, and which should be charged with the duty of endeavoring to arrive at a final adjustment of the entire question of the fishery rights of both powers.

While the desire of the United States Government to avoid, in view of satisfactory adjustment of a question likely to occasion serious international complications, all possible sources of irritation, in the meanwhile will, I believe, be fully appreciated in this country, it is impossible to exclude from consideration the fact that some hostile criticisms is likely to be provoked by any arrangement under which, while persons connected with the fishery interests of the Dominion would find their fish and fish products liable to the reimposed duties on entrance into the United States, the same access as heretofore to Canadian waters would be enjoyed by the fishermen of the United States.

Mr. Bayard's proposal is, however, framed in terms which leave no doubt as to the desire of his Government for an amicable understanding with that of the Dominion, and I venture to recommend that Mr. West should be authorized to continue, subject to the approval of Her Majesty's Government, the negotiations which have been thus commenced, and also, if the opportunity presents itself, to extend their scope so as to include the consideration of commercial relations, other than those arising out of the fish trade, between the Dominion and the United States.

I had the honor of telegraphing this suggestion to Your Lordship this day.

I have, &c.,

LANSDOWNE.

Right Hon. the Earl of Derby, &c., &c., &c.

Lord Derby to Lord Lansdowne.

12th May, 1885.

I have received your despatch of the 28th April last, No. 134. I request you to inform me, by telegraph, whether the Dominion Government concur in the memorandum of the Secretary of State of the United States, on the understanding that the arrangement therein proposed is only of a temporary nature, and would be assented to strictly on condition that it should not prejudice such equivalents as might be deemed fair to be required in the course of negotiations for a more permanent settlement of the fisheries question.

DERBY.

The Governor General to the Earl of Derby.

(*Confidential.*) OTTAWA, 18th May, 1885.

MY LORD,—In reply to Your Lordship's enquiry, whether the Government of the Dominion was prepared to concur in the memorandum by Mr. Bayard, of which a copy was forwarded to me by the British Minister at Washington, on the 23rd of April, I had the honor to inform Your Lordship, by telegram on the 17th instant, that upon the understanding that Congress would be recommended to agree to the issue of a commission for the objects suggested by Mr. Bayard, no cruisers would be sent by my Government to protect the Canadian fisheries, or to interfere with American fishermen, but that it might not be possible to prevent collisions between the Canadian and American fishermen, or to control the action of individuals attempting to enforce provincial laws against foreign intruders. I added that my Government was prepared to do everything within its power to discourage such proceedings, and that I believed that this could be done effectually; and I went on to say that I presumed that the American Government would act in the same manner in regard to Canadian fishermen resorting to the territorial waters of the United States.

2. Such an arrangement would, as Your Lordship suggests, be of a temporary nature, and would be agreed to upon the understanding that it should not prejudice the equivalents which might be hereafter demanded in negotiations for a more permanent settlement.

3. With regard to the latter, I have already intimated to Your Lordship that my Government would regard favorably a proposal by which the scope of any negotiations for the settlement of the fishery question might be enlarged, so as to include the discussion of reciprocal concessions calculated to give increased facilities for trade between Canada and the United States.

4. If it were to become known here that such proposals had been made and were entertained, it is probable that the suspicion with which, as I have already pointed out to Your Lordship, the arrangement now under discussion will, in some quarters be regarded, might be to some extent removed. That arrangement will unquestionably be looked upon particularly by persons connected with the fishing interests of the Dominion as being of a very one sided character.

5. Mr. Bayard has explained that in consequence of the joint resolution of 3rd March, 1883, the operation of the fishery articles of the Treaty of Washington will absolutely determine upon the 1st of July of the present year, and that without new legislation by Congress, modifying or postponing that repeal, the Executive is not constitutionally competent to extend the reciprocal provisions of the Treaty of Washington beyond the date fixed by the action of Congress. It follows that the re-imposition of the duty on Canadian fish and fish products entering the United States after that date cannot now be prevented If, under these circumstances, American fishing vessels are permitted to use the territorial waters of the Dominion without molestation after the 1st of July, without any understanding more specific or binding than one to the effect that the President is to bring the whole question of the fisheries before Congress at the next Session in December, and to recommend the appointment of an international commission for the

purpose of considering, and if possible, arriving at a settlement of the entire fishing rights of the two Governments, a recommendation which may not be more successful than a somewhat similar recommendation made to Congress by the last President; it should be clearly understood that the Government of the Dominion has become a party to such an arrangement from a desire to remove, as far as lies in its power, every obstacle in the way of arriving at a lasting and mutually advantageous settlement between the two nations, and to maintain those neighborly relations which at present exist between them, and not, as would appear to be suggested by one passage in Mr. Bayard's memorandum, in view of any present benefits or convenience accruing to Canada from the continuance of the present local traffic connected with this particular industry.

6. Your Lordship will have observed that although Mr. Bayard, in his memorandum invites the Government of Canada to consent to an agreement under which there is to be no enforcement of restrictive laws or regulations by the authorities of the Dominion against fishermen of the United States resorting to the territorial waters of Canada between the 1st of July and the close of the present fishing season, he does not offer any assurance that a similar forbearance will be exercised by the authorities of the United States in regard to Canadian fishermen who may have occasion to resort to the territorial waters of the United States. It may be the case that this omission is owing to the fact that in the United States, as in Canada, the action of the local authorities is, to some extent, independent of that of the Federal Government, and that Mr. Bayard, therefore, does not feel justified in offering to give, on the part of his Government, the same engagement as that which he invites from the Government of the Dominion in this respect. The telegram which I had the honor of addressing to Your Lordship on the 7th instant stated clearly the extent to which the Government of the Dominion felt itself justified in guaranteeing to American fishermen the immunity from interference for which Mr. Bayard has asked.

7. A report upon the provincial Acts of Parliament, by which the procedure of the Maritime Provinces in regard to such matters is regulated, is in course of preparation by the Minister of Justice.

8. It would, I think, be desirable, in view of what I have stated above, that no time should be lost in carrying out the exchange of notes proposed by Mr. Bayard, for the purpose of informing the public of the nature of the provisional agreement which may be arrived at, and I believe that much satisfaction would be given to persons interested in the commerce of the Dominion if it could be made to appear, upon the face of those notes, that the agreement expressed in them had been arrived at under circumstances which afforded a prospect of the renewal of negotiations for the reciprocal development and extension of trade between the two countries.

I have, &c.,

LANSDOWNE.

Right Hon. the Earl of Derby, &c., &c., &c.

The Hon. L. S. West to the Governor General.

WASHINGTON, 5th June, 1885.

MY LORD,—I have the honor to inform Your Excellency that I have received a telegram from Earl Granville, dated the 3rd instant, on the subject of the proposals contained in Mr. Bayard's memorandum, copy of which was enclosed in my despatch, No. 50, of the 23rd April last, for a temporary arrangement in order that the fishery operations of the present season should be carried on as heretofore after the expiration of the fishery clauses of the Treaty of Washington on the 1st July next.

In this telegram Earl Granville informs me that the Canadian Government will not send cruisers to protect the fisheries or to interfere with American fishermen, and will do everything to prevent collisions between them and Canadian fishermen, which they believe can be effectually done. At the same time they presume that the United States Government will act in the same way, and recommend to Congress the issue of a commission with a view to the final settlement of the fisheries question. Earl

Granville further authorizes me to negotiate the temporary arrangement in question, following as closely as possible the wishes of Your Excellency's Government, and instructs me, should any points arise, to consult by telegraph with them, and His Lordship furthermore conveys to me the desire expressed by the Canadian Government that proposed negotiations for commercial reciprocity between the two Governments should be mentioned in the notes exchanged for the confirmation of the arrangement under consideration.

In this connection Earl Granville informs me that he will instruct me shortly.

I have, &c.,

L. S. SACKVILLE WEST.

The Marquis of Lansdowne, G.C.M.G., &c., &c., &c.

The Governor General to the Hon. L. S. West.

OTTAWA, 8th June, 1885.

SIR,—I have the honor to acknowledge receipt of your despatch, No. 75, of the 5th inst., in which you acquaint me that you have been authorized by Earl Granville to negotiate with the Government to which you are accredited, a temporary arrangement based upon the proposals contained in Mr. Bayard's memorandum, enclosed in your despatch, No. 50, of the 23rd April, and upon those of my Government, the purport of which has been communicated to you by Lord Granville.

Should you have occasion, in compliance with Lord Granville's instructions, to refer to me, during the progress of the negotiations, as to any points which may arise, I shall have much pleasure in making you aware of the views of the Dominion Government with regard to them.

I have, &c.,

LANSDOWNE.

Hon. L. S. WEST, &c., &c., &c.

The Governor General to the Earl of Derby.

CASCAPEDIA, 19th June, 1885.

MY LORD,—I had the honor to receive from Your Lordship, on the 11th inst., a telegraphic message, as follows:—

"11th June.—British Minister at Washington has been instructed by telegram to negotiate in accordance with wishes of your Government, as explained in recent telegrams and despatches respecting Treaty of Washington. Despatch follows by mail."

I have, &c.,

LANSDOWNE.

Right Hon. the Earl of Derby, &c., &c., &c.

Minister at Washington to the Governor General.

WASHINGTON, 22nd June, 1885.

MY LORD,—With reference to the correspondence which has passed concerning the temporary arrangement proposed by the Secretary of State, in his memorandum, copy of which was enclosed in my despatch to Your Excellency, No. 50, of the 23rd April last, in consequence of the termination of the fishery articles of the Treaty of Washington on the 1st July next, I have the honor to inform Your Excellency that I have been authorized by Earl Granville to negotiate such an arrangement, following as closely as possible the wishes of the Colonial Government and on the distinct understanding that it is of a temporary nature and without prejudice to equivalents which might be required on a more permanent settlement. I therefore communicated to the Secretary of State the replies of Your Excellency's Government and that of Newfoundland, as conveyed to me by Earl Granville, to the proposals contained in Mr. Bayard's above-mentioned memorandum, and on the 19th instant I

received from him a confidential letter, copy of which is herewith enclosed, in which he assumes that the replies of Your Excellency's Government and that of Newfoundland embrace the acceptance by them of the general features of his memorandum, with the understanding expressed on their side that the agreement had been arrived at under circumstances affording prospect of negotiation for the development and extension of trade between the United States and British North America, and to which contingent understanding he states that he has no objection. To this communication I replied in a confidential letter, copy of which is enclosed, reiterating the reservations made by the Colonial Governments, and stating that they have consented to the arrangement solely as a mark of good will to the Government and people of the United States. On the 20th I received an official note from the Secretary of State, copy of which is also enclosed, in which he states that, perceiving no substantial difference between the respective propositions and the statement as contained in the correspondence on the subject, he considers the agreement as embodied in the memoranda and correspondence as thus concluded, and that public notification to that effect will be given in a few days by the President.

As no direct allusion was made in this note to the circumstances under which the agreement had been reached, I called on Mr. Bayard and pointed this out to him, and he has thereupon addressed to me a further note, copy of which is enclosed. As I considered this communication satisfactory, I replied to it by the note, copy of which I have the honor to enclose to Your Excellency, herewith, stating that I considered the agreement as concluded, and that I should inform Her Majesty's Government, the Government of Canada and the Government of Newfoundland accordingly.

In negotiating this agreement I have endeavored, as far as possible, to meet the wishes of Your Excellency's Government, and I trust that it may meet with approval.

I have, &c.,

L. S. SACKVILLE WEST.

The Marquis of Lansdowne, G.C.M.G., &c., &c., &c.

DEPARTMENT OF STATE, WASHINGTON, 19th June, 1885.

MY DEAR MR. WEST,—I assume that the two confidential memoranda you handed to me on the 13th inst., embrace the acceptance by the Dominion and the British American Coast Provinces of the general features of my memorandum of 21st April, concerning a temporary arrangement respecting the fisheries, with the understanding expressed on their side that the "agreement has been arrived at under circumstances affording prospect of negotiation for development and extension of trade between the United States and British North America."

To such a contingent understanding I have no objection. Indeed, I regard it as covered by the statement in my memorandum of 21st April, that the arrangement therein contemplated would be reached, "with the understanding that the President of the United States would bring the whole question of the fisheries before Congress at its next session, in December, and recommend the appointment of a commission, in which the Governments of the United States and of Great Britain should be respectively represented, which commission should be charged with the consideration and settlement, upon a just and equitable and honorable basis, of the entire question of the fishing rights of the two Governments and their respective citizens on the coasts of the United States and British North America."

The equities of the question being before such a mixed commission would, doubtless, have the fullest latitude of expression and treatment on both sides, and the purpose in view being the maintenance of good neighborhood and intercourse between the two countries, the recommendation of any measures which the commission might deem necessary to attain these ends would seem to fall within its province, and such recommendations could not fail to receive attentive consideration.

I am not, therefore, prepared to state limits to the proposals to be brought forward in the suggested commission on behalf of either party.

I believe this statement will be satisfactory to you, and I shall be pleased to be informed, at the earliest day practicable, of your acceptance of the understanding on behalf of British North America, and by this simple exchange of notes and memoranda the agreement will be completed in season to enable the President to make the result publicly known to the citizens engaged in fishing on the British North American Atlantic coast.

I have, &c.,

T. F. BAYARD.

Hon. L. S. S. West.

(*Confidential.*)

Washington, 20th June, 1885.

My Dear Mr. Bayard,—I beg to acknowledge the receipt of your confidential note of yesterday's date, concerning the proposed temporary arrangement respecting the fisheries, which I am authorized by Her Majesty's Government to negotiate with you on behalf of the Government of the Dominion of Canada, and the Government of Newfoundland, to be effected by an exchange of notes founded on your memorandum of the 21st April.

The two confidential memoranda which I handed to you on the 13th instant, contain, as you assume, the acceptance by the Dominion and the British American Coast Provinces of the general features of your above-mentioned memorandum, with the understanding expressed on their side that the agreement has been arrived at under circumstances affording prospect of negotiation for the development and extension of trade between the United States and British North America, a contingent understanding to which, as you state, you can have no objection, as you regard it as covered by the terms of your memorandum of the 21st of April.

In authorizing me to negotiate this agreement, Earl Granville states, as I have already had occasion to intimate to you, that it is a temporary one, and that its conclusion must not be held to prejudice any claim which may be advanced to more satisfactory equivalents by the Colonial Governments in the course of the negotiations for a more permanent settlement. Earl Granville further wishes me to tell you that Her Majesty's Government and the Colonial Government have consented to the arrangement solely as a mark of good will to the Government and people of the United States, and to avoid difficulties which might be raised by the termination of the fishery articles in the midst of the fishing season; and also that the acceptance of such a *modus vivendi* does not, by any implication, affect the value of the inshore fisheries by the Governments of Canada and Newfoundland.

I had occasion to remark to you that while the Colonial Governments were asked to guarantee immunity from interference to American vessels resorting to Canadian waters, no such immunity is offered in your memorandum to Canadian vessels resorting to American waters, but that the Dominion Government presumed that the agreement, in this respect, would be mutual. As you accepted this view, it would, I think, be as well that mention should be made to this effect in the notes. Under the reservations as above indicated, in which I believe you acquiesce, I am prepared to accept the understanding on behalf of British North America, and to exchange notes in the above sense.

I have, &c.,

L. S. S. WEST.

Department of State, Washington, 20th June, 1885.

Sir,—I have just received your note of to-day's date, in regard to the proposed temporary arrangement touching the fisheries.

Undoubtedly, it is our clear and mutual understanding that the arrangement now made is only temporary, and that it proceeds from the mutual good will of our respective Governments, and solely to avoid all difficulties which might otherwise arise from the termination of the fishing of 1885 in the midst of the season.

I understand, also, that the same immunity which is accorded by this agreement to the vessels belonging to the citizens of the United States engaged in fishing on the British American waters will be extended to British vessels and subjects engaged in fishing in the waters of the United States.

Perceiving, therefore, no substantial difference between our respective propositions and these statements as contained in our correspondence on the subject, I shall consider the agreement, as embodied in our memoranda and the correspondence between us, as thus concluded, and public notification to that effect will be given in a few days by the President.

I have, &c.,

T. F. BAYARD.

Hon. L. S. S. West.

Department of State, Washington, 22nd June, 1885.

Sir,—In compliance with your verbal request that I should re-state part of my note to you of the 19th, I repeat that the arrangement whereby a *modus vivendi* on the fishing question has been reached rests on the memoranda and correspondence exchanged; that your memorandum of the 13th instant expressed the understanding, on your side, that the "agreement has been arrived at under circumstances affording prospect of negotiation for development and extension of trade between the United States and British America," that I not only had no objection to such an understanding, but, in fact, regarded it as amply embraced in our proposal to recommend a commission to deal with the whole subject, in the interest of good neighborhood and intercourse, and that the recommendation of any measures which the commission might deem necessary to attain those ends would seem to fall within its province, and such recommendations could not fail to have attentive consideration.

Having thus not only admitted the proviso of your memorandum in your own language, but gone still further, and pointed out that no limits would be set, so far as I was concerned, to the proposal to be brought forward in the suggested commission, on behalf of either party, I do not see how it is possible for me to give any stronger assurance that the understanding has "been reached under circumstances affording a prospect of negotiation for the development and extension of trade between the United States and British America."

I have, &c.,

T. F. BAYARD.

Hon. L. S. S. West, &c., &c., &c.

Washington, 22nd June, 1885.

Sir,—I have the honor to acknowledge receipt of your notes of the 20th and 22nd instant, in regard to the proposed temporary arrangement touching the fisheries, in which you state that it is our clear and mutual understanding that such arrangement is only temporary, and that it proceeds from the mutual good will of our respective Governments, and solely to avoid all difficulties which might otherwise arise from the termination of the fishing of 1885 in the midst of the season; also that the same immunity which is accorded by this agreement to vessels belonging to citizens of the United States engaged in fishing in the British American waters will be extended to British vessels and subjects engaged in fishing in the waters of the United States, and that the agreement has been reached under circumstances affording a prospect of negotiation for the development and extension of trade between the United States and British North America.

As, therefore, there exists no substantial difference between our respective propositions and the statements as contained in our correspondence on the subject, I shall consider the agreement, as embodied in our memoranda and the correspondence between us, as thus concluded, and shall inform Her Majesty's Government and the Governments of the Dominion of Canada and Newfoundland accordingly.

I have, &c.,

L. S. S. WEST.

Hon. T. F. Bayard, &c., &c., &c.

RETURN

(111)

To an ADDRESS of the HOUSE OF COMMONS, dated 6th February, 1885 ;—For a copy of the Lease of the Northern and Pacific Junction Railway Company of Canada, and Hamilton and North-Western Railway Company, or either of them.

By Command,

J. A. CHAPLEAU,

Secretary of State.

Department of the Secretary of State,
Ottawa, 16th March, 1885.

OTTAWA, 12th February, 1885.

SIR,—On the 6th inst. an address was voted to His Excellency the Governor General, by the House of Commons, calling for a copy of the lease of the Northern and Pacific Junction Railway to the Northern Railway Company of Canada, and Hamilton and North Western Railway Company, or either of them.

I am to request that you will be pleased to furnish this Department with a copy of the lease to your company, if any, that it may be laid before the House.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

WALTER TOWNSEND, Esq., Secretary Northern Railway Co. of Canada, Toronto.

NORTHERN AND NORTH-WESTERN RAILWAYS,
SECRETARY'S OFFICE, TORONTO, 26th February, 1885,

SIR,—In reply to your letter of the 12th inst., I beg to say that on 31st October, 1884, a certified copy of the lease of the Northern and Pacific Junction Railway, and the Northern and Hamilton and North-Western Railways, was forwarded to the Secretary of State, Ottawa.

As this was furnished pursuant to sec. 27 of 44 Vic., chap. 45, I presume it is open to inspection by those who may desire to see it, and under these circumstances I trust you will not require another copy.

I am, Sir, your obedient servant,

WALTER TOWNSEND, *Secretary.*

A. P. BRADLEY, Esq., Secretary Department of Railways and Canals, Ottawa.

NORTHERN AND NORTH-WESTERN RAILWAYS,
SECRETARY'S OFFICE, TORONTO, 26th February, 1885.

SIR,—In reply to your letter of 12th inst., addressed to Maitland Young, Secretary Hamilton and North-Western Railway, I beg to say that on 21st October, 1884, a certified copy of the lease of the Northern and Pacific Junction Railway, and the Northern and Hamilton and North-Western Railways, was forwarded to the Secretary of State, Ottawa.

As this was furnished pursuant to sec. 27 of 44 Vic., chap 45, I presume it is open to inspection by those who may desire to see it, and under these circumstances I trust you will not require another copy.

I am, Sir, your obedient servant,

WALTER TOWNSEND, *Secretary.*

A. P. BRADLEY, Esq., Secretary Department of Railways and Canals, Ottawa.

OTTAWA, 4th March, 1885.

SIR,—The Department is informed that on the 31st October last a certified copy of an agreement of lease between the Northern and Pacific Junction Railway, and the Northern and Hamilton and North-Western Railways, was forwarded to the Honorable Secretary of State. A copy of this deed being required for presentation to the House, in reply to an address, I am to request that you will be pleased to furnish me with a copy thereof for such purpose.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

G. POWELL, Esq., Under Secretary of State, Ottawa.

OTTAWA, 7th March, 1885.

SIR,—In compliance with the request contained in your letter of the 4th inst. I now have the honor to enclose herewith a copy of the agreement of lease between the Northern and Pacific Junction Railway, and the Northern and Hamilton North-Western Railways, which was deposited in this Department on 3rd November, 1884.

I have the honor to be, Sir, your obedient servant,

G. POWELL, *Under Secretary of State.*

Secretary of the Department of Railways and Canals, Ottawa.

THIS INDENTURE, made the twenty-fourth day of June, A.D. 1884, between the Northern and Pacific Junction Railway Company, hereinafter called the lessors, of the first part, and the Northern Railway Company of Canada, and the Hamilton and North-Western Railway Company, hereinafter called the lessees, of the second part.

WHEREAS, by an Act of the Parliament of Canada, the lessors are incorporated as a company to construct a line of railway from a point on the Northern Railway of Canada, at or near the village of Gravenhurst, in the district of Muskoka, *via* Bracebridge, and thence through the district of Muskoka and Parry Sound to some convenient place on the east shore of Lake Nipissing, and from thence, or from some other point on such line of railway, to the Callander station, on the Canadian Pacific Railway, or to some other point on the said railway between Callander and Lake Nipissing, and from a point at or near the point of intersection of the Wahnapiti River by the Canadian Pacific Railway through the district of Algoma, to the town of Sault St. Marie, in the district of Algoma, and from some convenient point at or near Callander, at or near Lake Nipissing, to the Ottawa River, at or near the Long Sault, on the Upper Ottawa, or to some convenient point in navigable connection with Lake Temiscamingue, and also to construct, as an extension or spur, or branch, from a point at or near the town of Sault St. Marie to the navigable waters of Lake Superior.

AND WHEREAS, pursuant to an Order in Council, dated the 10th day of April, 1884, whereby there was granted to the lessors, in aid of the construction of the said railway from Gravenhurst to Callander, a subsidy of $12,000 per mile thereof, a contract and agreement bearing date the 12th day of the said month was made between Her Majesty the Queen, acting in respect of the Dominion of Canada, and the lessors, whereby it was agreed that the lessors should and would commence the work of construction of the said railway not later than the first day of July, 1884, and would carry on the same with all reasonable despatch, and so that the whole line of railway from Gravenhurst to its connection with the Canadian Pacific Railway should

be completed by the first day of May, 1886, as a first-class railway, and in order to establish a standard whereby the quality and the character of the railway and of the materials used in construction thereof might be regulated; the Canada Atlantic Railway, between Ottawa and Coteau station, on the Grand Trunk Railway, was thereby elected and fixed as such standard, except that wooden superstructures for the truss bridges might be substituted for iron, and the alignment, gradients and curvatures should be the best the physical features of the country will admit of, and be subject to the approval of the Governor in Council, and it was thereby declared and agreed to be a condition of the granting of the said subsidy that the lessors should, before the payment of any portion of such subsidy, lease the said railway so to be constructed to the lessees, in perpetuity, or for such shorter period as the lessors should elect to take such lease, and upon such terms and at such rent as might be agreed between the lessors and the lessees, the Northern Railway Company of Canada being interested in such lease to the extent of two-thirds, and the Hamilton and North-Western Railway Company to the extent of one-third; and it was thereby further provided that such lease should contain the provisions set forth in the eighth, ninth and tenth clauses of this indenture.

And whereas the lessors have agreed with the lessees to lease their line of railway and undertaking to the lessees, upon the terms and conditions hereinafter mentioned, the Northern Railway Company of Canada being interested in such lease to the extent of two-thirds, and the Hamilton and North-Western Railway Company to the extent of one-third,

Now this Indenture Witnesseth that the lessors and lessees, each for themselves, their successors and assigns, respectively, covenant and agree in manner following, that is to say:—

1. The lessors shall and will commence the work of construction of their said railway before the first day of July next, and carry on the same with all reasonable despatch, and shall and will construct, build and, by the first day of May, 1886, complete the same, with its stations, buildings, platform, telegraph, signals, switches, sidings and other appurtenances, from the point of junction with the Northern Railway, at the said village of Gravenhurst, to its connection with the Canadian Pacific Railway, upon the location and in accordance with the maps and specifications signed by the engineers of the lessors and lessees, respectively, and also in accordance with the above recited provisions of the agreement between Her Majesty the Queen and the lessors.

2. The lessors agree to lease, and do hereby lease, to the lessees, the whole of the said line of railway so to be constructed as in the next preceding clause mentioned, and its appurtenances, and all such branches and extensions thereof as may be, from time to time, constructed, and their appurtenances, and to place the lessees in possession thereof, from time to time, as and when completed, so that the lessees may work the same in such manner as they may deem most profitable and advantageous, and so that the lessees may collect, receive, take and have to their own use the tolls, fares, receipts and earnings in respect thereof, to have and to hold the railway and premises so demised, or intended so to be, to the use of the said lessees, in the proportion of two-thirds thereof to the Northern Railway Company of Canada and one-third thereof to the Hamilton and North-Western Railway Company, to commence and to take effect from the day of the date hereof, in perpetuity.

3. That no bonds or debentures for the payment of money charged or secured upon the said railway, for the purpose of the undertaking either for construction, equipment or otherwise, in excess of eight thousand dollars per mile of the railway, or bearing interest in excess of five per cent. per annum, payable half yearly, shall be issued without the consent in writing of the lessees first given under their respective corporate seals, nor shall any such bonds or debentures, in excess of twelve thousand dollars per mile of the railway, be issued without the sanction and consent of a majority of the stockholders and bondholders of the Northern Railway Company of Canada, who may be present in person or by proxy, voting together, at a special meeting of the company called for the purpose, and of a majority of the shareholders

of the Hamilton and North-Western Railway Company, who may be present in person or by proxy, and voting at a special meeting of the company called for the purpose.

4. The lessees shall and will yield and pay to lessors, as a rental for the said demised railway and premises, half yearly, a sum equal to the half yearly interest upon the bonds or debentures of the lessors from time to time issued, subject to the provisions and consents in the preceding clause referred to, together with a sum equal to two per cent. half yearly upon the amount which, at the date of this indenture, has been paid up upon the capital stock of the lessors, and which may, with the like written consent of the lessees, be hereinafter paid up thereon.

5. The rent shall begin and be computed from the date when the said railway and its appurtenances shall have been fully and finally completed and lawfully opened for the public conveyance of freight and passengers, and possession thereof delivered to the lessees; and in the event of any portion or portions of such railway being so completed and lawfully opened, and possession thereof delivered to the lessees, a proportionate part of the rent shall thereafter be payable, in the proportion which the length of such portion or portions shall bear to the entire length of the said line of railway from Gravenhurst to the point of connection with the Canadian Pacific Railway.

6. It shall be lawful for the lessees to pay to the holders of such bonds or debentures issued as aforesaid, all or any portion of the interest thereof, and payments so made shall be taken as payments *pro tanto* of rent to the lessors.

7. The lessors shall and will, during the continuance of this lease, at all times well and truly pay all interest upon the bonds or debentures which may be issued by them as aforesaid, and shall and will, from time to time, apply as received the whole of the rents received by them from the lessees in payment of such interest, and of the said dividend of four per cent. per annum upon the paid up capital stock, and not otherwise; and in the event of the principal money of the said bonds or debentures becoming due at any time or times during the currency of this lease, that they will renew or pay off such bonds or debentures to the end, and that the lessees may at all times, during the currency of this lease, have quiet possession of the premises hereby demised, free from any claim or encumbrance, either for principal or interest, in respect of the aforesaid bonds or debentures, or any renewals thereof.

8. The lessees shall have, during the continuance of this lease, entire control and management of the said railway hereby leased, as well in regard to the regulating and settling, from time to time, the amount and rates of tolls, fares, freight and other charges to be paid, collected and taken thereon, and the mode of collecting and receiving the same, as also other matters and things in any way touching or concerning or incident to the using, operating and working of the said railway, or the tariff thereon; provided, however, it shall be the duty of the lessees of the said railway to observe the several provisions contained in the thirty-second, thirty-fourth and thirty-fifth sections of the special Act incorporating the lessors, under the name of the Northern and North-Western and Sault Ste. Marie Railway Company.

9. Provided further, that through rates and fares shall be agreed upon, and made between the lessees and the Canadian Pacific Railway Company, from time to time, for traffic to and from all points on the Canadian Pacific Railway west of the point of junction with the said leased railway, and all points on the railways of the lessees, and such rates and fares shall be divided (cartage when included in the rate to be first allowed to the company performing it) on the basis of mileage, except where such division would act unfairly, by reason of the one line of railway having a largely preponderating mileage, in which case the division of rates and fares shall be settled on a fair and equitable basis by mutual agreement, and in default of agreement, by arbitration. If the parties can agree upon a single arbitrator, there shall be but one arbitrator, otherwise each party shall appoint one arbitrator, and the two so appointed shall appoint a third, and the award of the majority shall be binding: failing agreement as to the third arbitrator, he shall be appointed by one of the judges of the High Court of Justice of the Province of Ontario. Provided, that this clause shall have no effect unless the Canadian Pacific Railway Company shall, within six months

from the twelfth day of April now last past, enter into a contract with the lessees, agreeing on its part to the terms of this clause, and the said agreement shall provide that the through freight business shall be conducted in through freight cars, without transhipment, in the manner and on the terms usual among connecting railways; and for the purpose of facilitating and developing the business of both parties it shall also provide for the making, from time to time, by mutual arrangement, of close and suitable train connections at the point of junction for through passenger business, having regard to the connections of both companies' railways with their other connecting lines; and also for the running of through sleeping cars in such business, and that such connecting trains shall be run by the lessees on their own railways and on the said leased railway, and by the Canadian Pacific Railway Company on their railway, with due and reasonable expedition, and that each company shall give to the freight traffic interchanged between them the despatch usually given to through freight by connecting lines of railway.

10. For the purpose of ensuring free interchange of traffic, coming to or going from the railway hereby leased, between the lessees' railways and the railways connecting therewith, so far as such interchange shall be under the control of the lessees, it is further provided that in the event of the Parliament of Canada being, at any time hereafter, of opinion that the traffic of the railway system of the lessees, coming from or going to the leased railway and interchanged with lines connecting with the lessees' system of railway, is not so interchanged without preference or prejudice, as between such connections, then being of such opinion the Parliament of Canada may, if it see fit, cancel the said lease and take over the said railway, free from encumbrance, upon assumption of the bond or debenture debts of the lessor Company to the amount of eight thousand dollars per mile of the railway, and upon payment of such further sum of money, beyond the said bond debt of eight thousand dollars per mile and the said subsidy, as the said railway may then be worth, the value thereof to be ascertained, in case the Government and the lessors disagree, by arbitration—the arbitrators to be appointed: one by the Government and the other by the lessors, and the third by the two so appointed, failing agreement as to such third arbitrator, then by one of the Chief Justices of the High Court of Ontario, under the provisions of the Ontario Judicature Act in that behalf, and the award of the majority shall be binding.

In witness whereof the said companies have hereunto affixed their respective corporate seals.

CHARLES MOSS, *President.*
WALTER TOWNSEND, *Secretary.*
JOHN PROCTOR, *Vice-President.*
MAITLAND YOUNG, *Secretary.*
FRANK SMITH, *President.*
WALTER TOWNSEND, *Secretary.*

DEPARTMENT OF THE SECRETARY OF STATE OF CANADA,
OTTAWA, 3rd November, 1884.

I hereby certify that the within lease was this day duly deposited in this Department, in conformity with sec. 27, chap. 45, 44 Vic.

G. POWELL, *Under Secretary of State.*

PAPERS AND CORRESPONDENCE

(116)

Up to the present time, with respect to the Commission recently appointed to investigate and report the claims existing in connection with the extinguishment of the Indian title preferred by Half-breeds resident in the North-West Territories outside of the limits of the Province of Manitoba, previous to the 15th day of July, 1870.

OTTAWA, 20th April, 1885.

SIR,—By direction of the Minister of the Interior, I enclose herewith all the papers and correspondence up to the present time, with respect to the commission recently appointed to investigate and report upon the claims existing in connection with the extinguishment of the Indian title, preferred by half-breeds resident in the North-West Territories outside of the limits of the Province of Manitoba, previous to the 15th day of July, 1870, and I am to say that these papers are sent to you direct, instead of through the Secretary of State, in the usual way, because of a promise of the Prime Minister that they should be so sent to you on Saturday last.

The Minister further directs me to call your attention to the fact that the most recent of these papers is a memorandum of his, dated the 17th April, and addressed to His Excellency the Governor General in Council. Without this memorandum the papers would have been incomplete, and although this Department is not yet formally notified of the approval of His Excellency the Governor General, the Minister is informed that such approval has been given.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Deputy Minister of the Interior.*

J. G. BOURINOT, Esq., Clerk of the House of Commons, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 17th April, 1885.

MEMORANDUM.—With reference to the Order in Council of the 30th ultimo, making provision for the manner in which claims existing in connection with the extinguishment of the Indian title, preferred by half-breeds resident in the North-West Territories, outside of the limits of Manitoba, previous to the 15th day of July, 1870, are to be dealt with, the undersigned has the honor to recommend to Council that the said Order be amended by providing:—

1. That the small water frontages of which half-breeds are at present in *bona fide* possession, by virtue of residence and cultivation, be sold to them at one dollar per acre, the area in no case to exceed forty acres, and payment therefor to be made within two years.

2. That in satisfaction of their claims as actual settlers upon these small water frontages which are proposed to be sold to them, they be permitted to select from lands open for homestead and pre-emption entry, as nearly as possible in the vicinity of their holdings, one quarter-section of one hundred and sixty acres, more or less, the patent for which, however, should not issue until payment has been made in full for the lands of which they are now in occupation, as aforesaid.

3. That in the case of children of half-breed heads of families residing in the North-West Territories prior to the 15th day of July, 1870, and born before that date, instead of an issue at two hundred and forty dollars in scrip, they be granted a certificate, entitling them to select two hundred and forty acres of land from any lands open for homestead and pre-emption entry.

Respectfully submitted,

D. L. MACPHERSON, *Minister of the Interior.*

(*Telegram.*)

DEPARTMENT OF THE INTERIOR, OTTAWA, 17th April, 1885.

To W. P. R. STREET, Esq.,

Chairman half-breed Commission, Qu'Appelle, N.W.T.

Books in amended form go by express addressed to you at Regina this evening.

A. M. BURGESS.

(*Telegram.*)

FORT QU'APPELLE, N.W.T., 15th April, 1885.

To A. M. BURGESS.

Are you sending forms of certificates in accordance with alteration in our authority? Needed at once.

W. P. R. STREET.

(*Telegram.*)

DEPARTMENT OF THE INTERIOR, CANADA, OTTAWA, 13th April, 1885.

WM. P. R. STREET, Q.C.,

Chairman half-breed Commissioner, Qu'Appelle, N.W.T.

Your proposal as to small water frontages approved. You should declare that area of each shall not exceed forty acres, to prevent inconvenience in other parts of country.

D. L. MACPHERSON.

(*Telegram.*)

FROM FORT QU'APPELLE, 11th April 1885.

To Hon. DAVID L. MACPHERSON, Department of the Interior.

Our proposal is to give each occupying lake front half-breed one sixty acres homestead free, allowing to retain the few acres fronting lake or river now held in occupation, on payment of one dollar an acre within two years, patent for whole to be retained until payment made; cases few and acreage small, but concession will do good. Feeling here now very satisfactory.

W. P. R. STREET.

(*Telegram.*)

DEPARTMENT OF THE INTERIOR, OTTAWA, 10th April, 1885.

To W. P. R. STREET, Qu'Appelle, N.W.T.

You are authorized to act upon suggestions made in your cypher telegram of ninth, but on understanding that number two, which is not quite intelligible, means difference between area in occupation on narrow front and one hundred and sixty acres, which difference is to be made up elsewhere, in addition to scrip to heads of families, or lands to children, as case may be, in extinguishment of Indian title, as in Manitoba.

Is this your understanding?

D. L. MACPHERSON, *Minister of Interior.*

WINNIPEG, MAN., 6th April, 1885.

SIR,—I have the honor to acknowledge receipt, this evening, of your letter of 2nd instant, enclosing amended itinerary, which had already been forwarded by telegraph to the Dominion Lands Office here.

I note the additional question which you wish us to put to half-breed claimants.

Upon returning to Calgary I will advise you of the fact, and await there your further instructions.

In accordance with the itinerary, we leave here for Fort Qu'Appelle to-morrow morning.

I have the honor to be, Sir, your obedient servant,

WM. P. R. STREET, *Chairman.*

A. M. BURGESS, Esq., Deputy Minister of the Interior, &c., &c., Ottawa.

(*Telegram.*)

OTTAWA, 6th April, 1885.

WM. P. R. STREET, Winnipeg.

Pray remember that Government determined in January, before there was any disturbance, to appoint commission, and that half-breeds were notified thereof on 4th February.

D. L. MACPHERSON.

(*Telegram.*)

OTTAWA, 6th April, 1885.

WM. P. R. STREET, Q.C., Chairman Half-breed Commission, Winnipeg.

Manitoba supplementary claims are being considered and disposed of here in all cases where evidence has been fyled, which comprise nearly all that class. You need not advertise for evidence, but if any offered, you may take it and forward here.

A. M. BURGESS.

(*Telegram.*)

OTTAWA, 6th April, 1885.

WM. P. R. STREET, Q.C., Chairman Half-breed Commission, Winnipeg.

All claims made by white men are disposed of by Land Commissioner at Winnipeg, his decision being subject to review by Minister.

A. M. BURGESS.

(*Telegram.*)

OTTAWA, 6th April, 1885.

WM. P. R. STREET, Q.C., Chairman Half-breed Commission, Winnipeg.

No objection to your suggestion to give scrip, and allow occupants to acquire title through possession when desired by them.

D. L. MACPHERSON.

(*Telegram.*)

OTTAWA, 6th April, 1885.

To Sir DAVID L. MACPHERSON, Minister of the Interior, Ottawa.

Important conference to-day with influential half-breed deputation; all difficulty removed excepting two. First—All children will refuse money scrip, demanding certificate for two-forty acres land instead, like Manitoba; several bishops and priests support this demand. Second—Half-breeds having homes on small front unacceptable to buy these at one dollar per acre and free grant one-sixty acres from nearest vacant Government land additional to allowance to extinguish Indian title.

See Jackson's letter, 3rd September, to Langevin.
These two concessions absolutely necessary if commissions——
(Remainder of telegram undecipherable.)

W. P. R. STREET.

(*Telegram.*)

WINNIPEG, MAN., 5th April, 1885.

To A. M. BURGESS, Deputy Minister Interior.

My second name is Emmanuel, not Edmond, as gazetted.

A. E. FORGET.

(*Telegram.*)

WINNIPEG, MAN., 5th April, 1885.

To Sir DAVID MACPHERSON, Minister of the Interior.

(*Private.*)

Commission agree in recommending that power be granted them to deal with occupying half-breeds in the manner summarized in my message of yesterday; also, if possible, to enable commission to settle claims of supplementary Manitoba half-breeds, by allowing them the same terms as North-West half-breeds.

Amended itinerary received. We leave on Tuesday morning.

W. P. R. STREET.

WINNIPEG, 5th April, 1885.

MY DEAR SIR DAVID,—We arrived here early this morning and I met my fellow commissioners at the Dominion Lands Office at 10 o'clock. They introduced the subject as to which I telegraphed you yesterday, and spoke very strongly as to its being one which was likely to be a serious stumbling block in our dealings with the half-breeds. Lest you should not fully have understood my telegram, I will shortly state the point. Suppose we find that a half-breed has been, upon and since 15th July, 1870, in occupation of a parcel of, say 160 acres, under circumstances which, if he were a while settler, would entitle him to a grant of the land under the homestead clauses of the Dominion Lands Act: under the authority we now possess we could, if he were the head of a family, allow him nothing more than the 160 acres; we could allow him nothing for his claim as a half-breed, and inasmuch as the Government has all along been purporting to deal with the half-breeds as if they had some general rights beyond those of ordinary incoming settlers, my fellow commissioners say that great dissatisfaction and disappointment will be created if we give to these occupying half-breeds only that which any ordinary settler can claim, and nothing for the extinguishment of his Indian title. Mr. Pearce discussed the matter very fully with us and concurred in the advisability of our obtaining, if possible, the power to enable us to allow the half-breed to claim the land occupied by him under the homestead provisions, and in addition to give him his scrip for the $160, or $240, as the case may be, for his Indian title.

I enclose copies in English and French of the notice we have issued: the places for which dates have not yet been fixed will be grouped in the further notice when it is given.

This letter may, of course, be used officially, should you desire so to use it.

Faithfully yours,

W. P. R. STREET.

Hon. Sir DAVID L. MACPHERSON, K.C.M.G., Minister of the Interior,
Ottawa, Ontario.

Notice is hereby given that the undersigned have been appointed by letters patent, dated 30th March, 1885, from Her Majesty the Queen, under the Great Seal

of the Dominion of Canada, commissioners with authority, among other things, to make an enumeration of the half-breeds, who previous to the 15th July, 1870, were resident within the ceded portions of the North West Territories, and outside the limits of the original Province of Manitoba, and to investigate their claims as such half-breeds existing in connection with the extinguishment of the Indian title, and to issue certificates to such half-breeds as shall prove before the commissioners their claims to consideration under sub-section E, of section 81, of the Dominion Lands Act, 1883.

The commissioners will attend for the purpose of receiving, hearing and adjudicating upon such claims at the undermentioned places at or about the dates mentioned below. Should circumstances prevent their reaching the places appointed at the days mentioned, timely notice of the change will be given :—

At Fort Qu'Appelle, April 9th to April 14th, both days inclusive.
At Touchwood Hills, April 16th and 17th.
At Regina, April 23rd to April 27th, both days inclusive.
At Maple Creek, April 29th.
At Calgary, May 1st to May 6th, both days inclusive.
At Ford McLeod, May 9th to May 12th, both days inclusive.

Dates for the sitting of the commission at St. Albert, Edmonton, Fort Saskatchewan, Victoria, Fort Pitt, Battleford, St. Laurent, St. Louis de Langevin, Duck Lake, St. Antoine de Padoue and Prince Albert will shortly be fixed.

Dated at Winnipeg this 4th April, 1885.

W. P. R. STREET,
R. GOULET,
A. E. FORGET,
Commissioners.

NOTE.—The French translation of the foregoing notice is omitted.

SOUTH CENTRE, MANITOBA, 4th April, 1885.

If desired by half-breeds, would it not be advisable to grant scrip, one sixty or two forty dollars, permitting them to acquire title to land in occupation through possession? Otherwise, Government really gives nothing for Indian title.

Do you wish me to give notice that commission will take evidence of claims other than those of half-breeds? Pearce concurs in first suggestion.

W. P. R. STREET.

Sir D. L. MACPHERSON.

BANK OF MONTREAL, WINNIPEG, 2nd April, 1885.

DEAR SIR,—We are in receipt of your favor of 28th March, No. 16, with stated enclosure.

Yours truly,
C. H. BUCHANAN, *pro Manager.*

The Deputy Minister of the Interior, Ottawa, Ont.

DEPARTMENT OF INDIAN AFFAIRS, CANADA, OTTAWA, 1st April, 1885.

SIR,—I have the honor to acknowledge the receipt of your letter of the 30th ultimo, advising me of the appointment of a commission to investigate and report upon the claims of half-breeds in the North-West Territories, consisting of the following gentlemen, namely: W. P. R. Street, Esq., Q.C. of London, Ontario; Roger Goulet, Esq., Dominion Land Surveyor, of St. Boniface, Manitoba; and A. E. Forget, Esq., Clerk of the North-West Council, of Regina, North-West Territories; Mr. Street to be chairman of the Commission, and Mr. Omer Coté, of your Department, secretary. In reply, I beg to inform you that the Hon. E. Dewdney, Indian Commissioner for Manitoba and the North-West Territories, has been requested to give immediate effect to the request contained in your letter, by instructing the various

agents to attend the meetings of the commission when sitting at any point in their respective districts, with a view to identifying any persons claiming the right to participate in the grant to be made to the half-breeds of the Territories, who are the recipients of annuity moneys, or other grants to Indians, under treaty with the Government.

I have the honor to be, Sir, your obedient servant,

L. VANKOUGHNET, *Deputy Supt.-Gen. Indian Affairs.*

A. M. BURGESS, Esq., Deputy Minister Interior, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 1st April, 1885.

SIR,—I have the honor to acknowledge the receipt of your letter of the 30th ultimo, respecting the distribution along the line of the railway of posters relating to the commission appointed to investigate the half-breed claims, and beg to inform you, in reply, that Mr. Superintendent Egan, at Winnipeg, has been instructed by telegraph to carry out the wishes of the Department, as expressed in your letter.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. M. BURGESS, Esq., Deputy Minister of the Interior.

OTTAWA, 31st March, 1885.

SIR,—I have the honor to acknowledge the receipt of your letter of the 30th instant, informing me of my appointment as secretary to the commission appointed to investigate and report upon the claims of half-breeds in the North-West Territories, and instructing me to leave Ottawa on Wednesday (to-morrow) for London, Ont., and to report myself, at that place, to Mr. W. P. R. Street, chairman of the commission, with whom I am to proceed to Winnipeg.

I shall carry out the said instructions, and I shall exert myself to the utmost to make myself useful to the commission and facilitate the progress of their work.

I have the honor to be, Sir, your obedient servant,

N. OMER COTÉ, *Secretary Half-breed Commission.*

A. M. BURGESS, Esq., Deputy Minister of the Interior.

(*Telegram.*)

INTERIOR, OTTAWA, 31st March, 1885.

T. W. JACKSON, Esq., Qu'Appelle, N.W.T.

Half-breed Commission will be at Qu'Appelle 7th and 8th April.

A. M. BURGESS.

(*Telegram.*)

WINNIPEG, MAN., 31st March, 1885.

To A. M. BURGESS.

Have just seen Goulet; he will meet parties, as advised, Sunday morning.

T. R. BURPÉ.

(*Telegram.*)

INTERIOR, OTTAWA, 31st March, 1885.

T. R. BURPE, Esq., Dominion Lands Office, Winnipeg.

No word from Roger Goulet. Endeavor to find out his whereabouts, and reply as quickly as possibly.

A. M. BURGESS.

DEPARTMENT OF JUSTICE, CANADA, 31st March, 1885.

SIR,—I have the honor to return you an Order in Council of the 30th March, regarding the appointment of a commission for the settlement of the half-breed claims, and to inform you that I have to-day sent a draft to the Secretrry of State, to be engrossed and executed.

I am, Sir, your obedient servant,

GEO. W. BURBIDGE, *D. M. J.*

A. M. BURGESS, Esq., Deputy Minister of the Interior.

LONDON, ONTARIO, 30th March, 1885.

SIR,—I have the honor to acknowledge receipt of your letter of the 28th instant, advising me that $1,750 has been placed to my credit in the Bank of Montreal at Winnipeg, as chairman of the Half-breed Commission.

I have signed, and now enclose voucher, in duplicate, for the sum in question.

I have the honor to be, Sir, your obedient servant,

Wm. P. R. STREET.

P. B. DOUGLAS, Esq., Assistant Secretary,
Department of the Interior, Ottawa, Ont.

(*Telegram*).

REGINA, N. W. T., 30th March, 1885.

To A. M. BURGESS.

Will be in Winnipeg on Sunday, as requested.

A. E. FORGET.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th March, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to inform you that a commission has been appointed to investigate and report upon the claims of half-breeds in the North-West Territories, consisting of the following gentlemen:—Mr. W. P. R. Street, Q.C., of London, Ontario; Mr. Roger Goulet, Dominion Land Surveyor, of St. Boniface, Manitoba; and Mr. A. E. Forget, Clerk of the North-West Council, of Regina, N.W.T.

Mr. Street is chairman of the commission, and Mr. N. Omer Coté, of this Department, has been appointed secretary.

I am to request that you will be good enough at once to instruct the various Mounted Police officers in the North-West Territories to assist the commission in every possible way in the performance of their duties, and to take steps to have posted up, in the most public and advantageous places, the printed notices setting forth the dates and places of the sittings of the commission, which will be forwarded to them by the secretary of the Land Board at Winnipeg.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Deputy Minister of the Interior.*

FRED. WHITE, Esq., Comptroller of the North-West Mounted Police.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th March, 1885.

SIR—I have the honor, by direction of the Minister of the Interior, to inform you that you have been appointed a member of a commission to investigate and report upon the claims of half-breeds in the North-West Territories. The other members of the commission are Mr. Wm. P. R. Street, Q.C., of London, Ontario, chairman, and Mr. Roger Goulet, of St. Boniface, Manitoba. I enclose herewith, for your information, a certified copy of a letter which has this day been sent to Mr. Street, containing the instructions under which the commission will act.

Mr. Street has been requested to proceed at once to Winnipeg; and I am to ask that you will meet him without fail at the office of the Dominion Land Board at Winnipeg, not later than Monday the 6th of April proximo.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Deputy Minister of the Interior.*

A. E. FORGET, Esq., Clerk North-West Council, Regina, N.W.T.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th March, 1885.

DEAR MR. DEWDNEY,—A commission has been appointed to investigate and report upon the claims of half-breeds in the North-West Territories, consisting of the following gentlemen: Mr. W. P. R. Street, Q.C., of London, Ontario; Mr. Roger Goulet, Dominion Land Surveyer, St. Boniface, Manitoba; and Mr. A. E. Forget, Clerk of your Council. Mr. Street is the chairman of the commission, and Mr. N. Omer Coté, of this Department, has been appointed secretary. The commission is expected to organise at Winnipeg, not later than the 6th proximo, and by direction of the Minister, I have just written an official letter to Mr. Vankoughnet, Deputy Superintendent-General of Indian Affairs, informing him of the appointment of the commission. I have also informed him that in the course of their investigations, claims to participate in the grant to be made to the half-breeds of the Territories, on the report of the commission, will probably be made by persons who are the recipients of annuity moneys or other grants to Indians under treaty with the Government; that with a view to identifying such persons, it is desirable that the Indian agents should be instructed to attend the meetings of the commission when sitting at any point within their respective districts; that these agents should be instructed generally to assist the commission in every possible way in the performance of their duties, and adding that it is of the highest public importance that instructions to this effect should be issued immediately.

I take the liberty of informing you in advance, in regard to this matter, so that no time may be lost in taking the steps suggested.

Yours very truly.

A. M. BURGESS.

His Honor the Hon. EDGAR DEWDNEY,

Lieutenant-Governor of the North-West Territories, Regina, N.W.T.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th March, 1885.

SIR,—I have the honor to inform you that a commission has been appointed to investigate and report upon the claims of half-breeds in the North-West Territories, consisting of Mr. W. P. R. Street, of London, Ontario; Mr. Roger Goulet, of St. Boniface, Manitoba; and Mr. A. E. Forget, Clerk of the North-West Council, and to state that you have been appointed secretary to the commission.

I am to request that you will hold yourself in readiness to start on Wednesday afternoon for London, Ontario, where you will report yourself to Mr. Street, chairman of the commission, with whom you will proceed to Winnipeg.

It is the desire of the Minister of the Interior that you should exert yourself to the utmost to make yourself useful to the commission, and facilitate the progress of their work.

The chairman has been informed that you are familiar with both the English and French languages, and that you have a fair knowledge of short-hand.

I am, Sir, your obedient servant,

A. M. BURGESS, *Deputy Minister of the Interior.*

N. OMER COTÉ, Esq., Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th March, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to inform you that a commission has been appointed to investigate and report upon the claims preferred by the half-breeds of the North-West Territories, consisting of the following gentlemen, namely, Mr. W. P. R. Street, Q.C., of London, Ont.; Mr. Roger Goulet, of St. Boniface, Man., and Mr. A. E. Forget, Clerk of your own Council. The commission is expected to meet in Winnipeg for organization not later than the 6th proximo, and printed posters, notifying all concerned of the dates and places in the Territories at which it is expected the sittings of the commission will be held, will be issued by them immediately. A supply of these printed notices will be sent you by Mr. Burpee, the Secretary of the Land Board at Winnipeg; and I am to request that you will take such steps as may seem to you desirable to have these notices posted in the public places within the Territories under your jurisdiction.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Deputy Minister of the Interior.*

His Honor the Hon. EDGAR DEWDNEY,
Lieutenant-Governor N.W. Territories, Regina, Ass., N.W.T.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th March, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to inform you that you have been appointed a member of a commission to investigate and report upon the claims of half-breeds in the North West Territories. The other members of the commission are Mr. W. P. R. Street, Q. C., of London, Ontario, chairman, and Mr. A. E. Forget, Clerk of the North-West Council, Regina.

I enclose herewith, for your information, a certified copy of a letter which has this day been sent to Mr. Street, containing the instructions under which the Commission will act.

Mr. Street has been requested to proceed at once to Winnipeg; and I am to ask that you will meet him without fail at the office of the Dominion Land Board at Winnipeg not later than Monday, the 6th April, proximo.

I have the honor to be, Sir,
Your obedient servant,

A. M. BURGESS, *Deputy Minister of the Interior.*

ROGER GOULET, Esq., Dominion Land Surveyor, St. Boniface, Manitoba.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th March, 1885.

SIR,—I have the honor by direction of the Minister of the Interior, to inform you that a commission has been appointed to investigate and report upon claims of half-breeds in the North-West Territories, consisting of the following gentlemen:—Mr. W. P. R. Street, Q.C., of London, Ont., Mr. Roger Goulet, Dominion Land Surveyor, of St. Boniface, Manitoba; and Mr. A. E. Forget, Clerk of the North-West Council, of Regina, N.-W. T. Mr. Street, is chairman of the commission, and Mr. N. Omer Coté, of this Department, has been appointed Secretary.

In the course of their investigations, claims to participate in the grant to be made to the half-breeds of the Territories on the report of the commission will probably be made by persons who are the recipients of annuity moneys or other grants to Indians under treaty with the Government; and with a view to identifying such persons, it is desirable that the Indian agents should be instructed to attend the meetings of the commission, when sitting at any point within their respective districts, and that these agents should be instructed generally to assist the commission in every possible way in the performance of their duties.

The Minister of the Interior, therefore, requests me to say that it is of the highest public importance that instructions to this effect should be issued immediately, as the commission is expected to commence its work not later than the 6th proximo.

I have the honor to be, Sir, your obedient servant,
A. M. BURGESS, *Deputy Minister of the Interior.*

L. VANKOUGHNET, Esq., Deputy Superintendent General of Indian Affairs, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th March, 1885.

SIR,—I have the honor to inform you that a commission has been appointed to investigate and report upon the claims of half-breeds in the North-West Territories, consisting of the following gentlemen, namely, Mr. W. P. R. Street, Q.C., of London, Ontario; Mr. Roger Goulet, of St. Boniface, Manitoba; and Mr. A. E. Forget, of Regina, Clerk of the North-West Council, Mr. Street being the chairman of the commission.

The commission is expected to meet in Winnipeg for the transaction of business on Monday, the 6th proximo, and you will hold yourself in readiness to assist them in every possible way, and place all the members of the Land Board staff at their disposal. You will also see to the printing of the posters, and of any other papers or notices which may be required by the commission, keeping in mind the necessity of having all such work done with the utmost expedition, so that the commissioners may be in a position to leave Winnipeg on the following day. You will send a supply of those public notices to His Honor the Lieutenant Governor of the North-West Territories, and to the commander of the North-West Mounted Police, at Regina; one copy to each post office, land office, Crown timber office, Customs office, Inland Revenue office, registry office, and each telegraph office in Manitoba and the North-West Territories; one to each Roman Catholic priest and missionary, and to each Protestant minister and missionary, of every denomination, in Manitoba and the North-West Territories, and one to each of the Hudson Bay posts.

You will also place yourself in immediate communication with Mr. J. M. Egan, Superintendent of the Canadian Pacific Railway, with a view of ascertaining how many copies of the notice he can distribute, in accordance with a request to that effect which has this day been forwarded to him by me.

I have the honor to be, Sir, your obedient servant,
A. M. BURGESS, *Deputy Minister of the Interior.*

T. R. BURPÉ, Esq., Secretary of the Land Board, Winnipeg, Man.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th March, 1885.

SIR,—I have the honor, by the direction of the Minister of the Interior, to inform you that a commission has been appointed to investigate and report upon the claims of the half-breeds in the North-West Territories, and I have this day written a letter to Mr. John M. Egan, Superintendent of the Western Division of your railway, informing him of the appointment of the commission, and stating that the secretary of the Land Board at Winnipeg will shortly place himself in communication with him, for the purpose of ascertaining how many copies of a poster notifying the public of the times and places of the sittings of the commission he could advantageously distribute, the object of the Government being to have one of such notices posted at each station and section house within Mr. Egan's division, at the earliest possible moment.

The Minister would be glad if you would bring this matter to the immediate attention of the directors, with a request that they will be good enough to urge Mr. Egan and the other officers of your company to exercise the greatest possible vigor in giving effect to the wishes of the Government in this matter.

I have, &c.,
A. M. BURGESS, *Deputy Minister of the Interior.*

C. DRINKWATER, Esq., Secretary C.P.R., Montreal, Que.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th March, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to inform you that a commission has been appointed to investigate and report upon the claims of half-breeds in the North-West Territories; and I have this day instructed the secretary of the Land Board at Winnipeg to place himself in communication with you at once, for the purpose of ascertaining how many copies of a poster, notifying the public of the times and places of the sittings of the commission, you can advantageously distribute, the object of the Government being to have one of such notices posted at each station, section house and telegraph office within your division, at the earliest possible moment.

Your prompt action in this matter will be greatly appreciated.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Deputy Minister of the Interior.*

JOHN M. EGAN, Esq., Superintendent
Western Division C. P. R., Winnipeg, Man.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th March, 1885.

SIR,—I am directed by the Minister of the Interior to inform you that you have this day been appointed chairman of a commission to make an enumeration of the half-breeds resident in the North-West Territories of Canada previous to the 15th day of July, 1870; and to report, from time to time, to the Minister of the Interior, the persons who are entitled to be dealt with under sub-clause (*e*) of clause 81, of the Dominion Lands Act, 1883, and the Order in Council of the 30th instant; also the extent to which they are entitled.

A copy of the said Dominion Lands Act, and of the Order in Council of the 30th instant, are among the enclosures herein, and are marked respectively A and B.

Your colleagues on the commission are Roger Goulet, Esq., of the town of St. Boniface, Province of Manitoba, Dominion Lands Surveyor, and Amédée Edmond Forget, Esq., of the town of Regina, in the provisional district of Assiniboia, Clerk of the North-West Council, both of whom have been instructed to join you at Winnipeg for duty, not later than the morning of Monday, the 6th of April, proximo.

Sub-clause (*e*) of Clause 81, of the Dominion Lands Act, 1883, and the Order in Council of the 30th instant, hereinbefore referred to, indicate very distinctly the purposes for which the commission have been appointed; and I am to request that in the performance of their duties they will be guided generally by the following instructions:—

1. The advance of spring renders it desirable that as little delay as possible may occur in the commencement of the work of the commission. It is assumed that you will be ready to leave Winnipeg on the 7th of April, proximo, and an alternative itinerary will be found enclosed, marked C. It will be the duty of the commission, unless obstacles not now anticipated should interpose, to adopt the route northward from Qu'Appelle, and hold the sittings of the commission in accordance with the itinerary prescribed for that route, and to have prepared and printed in French and English posters notifying all whom it may concern of the dates at which the commission will sit at the several places mentioned.

To facilitate this part of your work, the secretary of the Land Board at Winnipeg has been directed to place himself and the whole staff of that office at your disposal, and he has also been instructed what steps to take to have the printed copies of the notice which you may decide upon so distributed throughout the Territories that all concerned may be duly notified.

It is believed that the itinerary applicable to this route will afford ample time for the completion of the work of the commission at the several places to be visited. But, while it is desirable that the sittings of the commission should correspond, as nearly as possible, as to date and place, with the printed notices issued in advance, circumstances may arise which will render it necessary to vary the arrangements

somewhat, or even to depart from it entirely, but this should not be done without the specific authority from the Minister of the Interior. In that event, it will be the duty of the commission to take proper steps to give timely intimation of the change to all whom it may concern.

2. It is not improbable that the commission may meet on the trails throughout the Territories numbers of half-breeds who are entitled to be reported to the Minister of the Interior as coming within the scope of sub-clause (*e*) of clause 81 of the Dominion Lands Act, 1883, and the Order of the Privy Council of the 30th instant. In all such cases it will be the duty of the commission, without reference to their prearranged sittings, to take steps to make the necessary investigation into the several claims on the spot.

3. Enclosed is a specimen, marked D, of the form of declaration which the commission will require each claiment to make and subscribe to; but wherever deemed expedient, the commission may curtail, add to, or vary the questions contained in the said form; and to aid the commission in deciding cases in respect to which there may be doubts as to whether the applicants have already received grants to land or scrip as half-breeds residing within the Province of Manitoba at the time of the transfer, and who, therefore, do not come within the purview of the commission, lists of the allotments of land and scrip made to the half-breeds of the several parishes in that Province have been placed in the custody of the secretary of the commission. These lists will require to be returned to the Department when the labors of the commission have been completed, as they form part of the permanent departmental record.

4. The Superintendent-General of Indian Affairs has been requested to cause instructions to be issued to the various Indian agents in the North-West to attend the sittings of the commission at the several points within their respective districts, to enable the commissioners to decide upon the spot any doubt which may arise as to whether any claimant who presents himself is or is not a recipient of an annuity or other grant as an Indian, and therefore not within the purview of the commission. In respect to applications of this class, which may be made in the absence of the Indian agent, which it may be impossible for the commission, upon the evidence before them, to decide upon the spot, the name and an accurate description of the claimant should be sent to the agent for the district within which the claimant may have been residing for the past few years, and the decision of the commission should be based upon the agent's report. Care should be taken to give treaty Indians distinctly to understand that they are not eligible to be enumerated as half-breeds; but it would be well to explain to them that when, under and in accordance with the provisions of the Indian Act, they make application for enfranchisement, they will be dealt with by the Government equitably and liberally.

5. It is not improbable that the attention of the commission may be called to claims to land preferred by squatters other than half-breeds. Although it is not the intention that the commission should deal with cases of this sort, it is nevertheless desirable that such evidence as the claimants may wish to submit should, if properly corroborated, be taken before the commission on the blank forms furnished for the purpose, a specimen of which, marked E, is hereto attached; and assurance should be given in each instance that the claims will receive the prompt and liberal consideration of the Government, through the agency of the Land Board.

6. To entitle a claimant to be dealt with under sub-clause (*e*) of clause 81 of the Dominion Lands Act, 1883, and the Order in Council of the 30th instant, such claimant is required to furnish to the commission evidence on the following points; such evidence to be in each case by affidavit of the claimant, to be made before the commission, and substantiated by the affidavits, sworn as aforesaid, of two reliable and disinterested witnesses personally cognizant of the facts: (*a*). That he is a half-breed head of a family resident in the North-West Territories previous to the 15th July, 1870, or (*b*) That he is a child of a half-breed head of a family resident in the North-West Territories previous to the 15th day of July, 1870, and born before that date.

7. In the case of a half-breed head of a family, or the child of a half-breed head of a family who has attained the full age of eighteen years, proving to the satisfaction of

the commission that he is entitled to be dealt with under sub-clause 2 of clause 81 of the Dominion Lands Act, 1883, and the Order in Council of the 30th instant, the commissioners shall grant him a certificate to that effect in one or other of the forms, hereto attached, marked F and G, as the case may be, and shall report to the Minister of the Interior to the same effect on one or other of the forms hereto attached, marked H and I, as the case may be.

8. In the case of a claimant who proves to the satisfaction of the commission that he is entitled to be dealt with under sub-clause (*e*) of clause 81, of the Dominion Lands Act, 1883, and the Order in Council of the 30th inst., but has not yet attained the full age of eighteen years, such proof to consist of an affidavit of the half-breed head of the family, if living, and if dead or absent from the Territories, such other evidence as may be satisfactory to the commission, of the date when the claimant will attain the full age of eighteen years, together with a certificate of his birth or baptism, if in the opinion of the commission it be procurable, the commission shall issue a certificate on one or other of the forms hereto attached, marked K and L, as the case may be, and shall make a return to the Minister of the Interior to the same effect on one or other of the forms hereto attached, marked M and N, as the case may be.

9. In case of persons claiming as heirs of half-breed heads of families, or of children of half-breed heads of families who would have been entitled to be dealt with under sub-clause (*e*) of clause 81 of the Dominion Lands Act, 1883, andthe Order in Council of the 30th inst., but who have died since the 15th day of July, 1870, the commission shall require evidence on the following points:—

(*a.*) That the deceased was a half-breed head of a family resident in the North-West Territories previous to the 15th day of July, 1870. (*b.*) A certificate of the birth or baptism and also of the death of the claimant, if in the opinion of the commission such certificate or certificates be procurable, but if not, then such evidence as shall be satisfactory to the commission. (*c.*) That the claimant is the heir of the deceased half-breed head of a family or half-breed child, as the case may be, according to the law in force in the North-West Territories at the time of the death of such half-breed head of a family, or such child of such half-breed head of a family.

10. For the purposes of the grant to be made upon the report of the commission, the term half-breed head of a family resident in the North-West Territories previous to the 15th day of July, 1870, shall be held to mean half-breed mothers equally with half-breed fathers, or both, as the case may be, and all children of a half-breed head or half-breed heads of a family, as above described, shall be entitled, whether male or female.

11. In view of the exceptional condition of the country previous to the 15th day of July, 1870, the illegitimate child of a half-breed head of a family shall be allowed to participate in the grant to be made, upon the report of the commission.

12. Orphan children of half-breed heads of families, the latter having died previous to the 15th day of July, 1870, shall also be entitled to participate, provided such children were resident in the North-West Territories previous to the 15th day of July, 1870.

13. Children of half-breed heads of families resident in the North-West Territories previous to the 15th day of July, 1870, but who were themselves absent from the North-West Territories at the said time, and who may not have returned to the Territories, shall also be allowed to participate.

14. Half-breed children living in the Territories previous to the 15th day of July, 1870, but whose parents or families were resident elsewhere at the said period, shall not be entitled to participate.

Circular letters have been addressed to all Dominion land agents and Crown timber agents in the North-West to assist the commission in the performance of their duties in every possible way. Steps have also been taken to procure the issue of similar instructions to the various Indian agents and officers of the Mounted Police.

Mr. N. Omer Coté, of the Secretary's branch of this Department, has been appointed secretary to the commission. He has a thorough knowledge of both the English and the French languages, and a fair knowledge of short-hand.

It will be your duty, as chairman of the commission, to make all necessary disbursements for transport and incidental expenses, other than living expenses, and for all such disbursements, except railway, cab and stage fares, properly signed and witnessed vouchers in duplicate must be furnished.

It will also be your duty to see that these expenditures shall be as economical as is consistent with comfort and the efficiency of the service.

The allowance for living expenses for yourself, the other two commissioners and the secretary, will be at the rate prescribed by the order of the treasury board of the 29th November, 183?, of which a copy will be found herewith, marked P.

The living expenses of any men the commission may find it necessary to employ, being the actual disbursements made in that behalf, must be accounted for in the same manner as the incidental expenses of the commission, and properly signed and witnessed vouchers in duplicate must be furnished. Mr. Coté carries with him a supply of the requisite form of voucher.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Deputy Minister of the Interior.*

W. P. R. Street, Esq., Q.C., London, Ontario.

Note.—*The forms of declaration and certificates here following being blank forms, it is ordered by the Joint Committee not to have them printed.*

Certified Copy *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 30th March,* 1885.

On a report, dated 28th March, 1885, from the Minister of the Interior, submitting that by sub-clause (*e*) of clause 81 of the Dominion Lands Act, 1883, it is provided that the Governor in Council shall have power "to satisfy any claims existing in connection with the extinguishment of the Indian title preferred by half-breeds resident in the North-West Territories outside of the limits of Manitoba previous to the fifteenth day of July, one thousand eight hundred and seventy, by granting land to such persons, to such extent and on such terms and conditions as may be deemed expedient," and he is of opinion that it is expedient that those claims should be satisfied by granting,—

1st. To each half-breed head of a family resident in the North-West Territories, outside of the limits of Manitoba, previous to the 15th day of July, 1870, the lot or portion of land of which he is at the present time in *bona fide* and undisputed occupation by virtue of residence upon and cultivation thereof, to the extent of one hundred and sixty acres, and if the lot or portion of land of which he is in *bona fide* occupation as aforesaid, should be less than one hundred and sixty acres, the difference to be made up to him by an issue of scrip redeemable in land at the rate of one dollar per acre, and in the case of each half-breed head of a family residing in the North-West Territories previous to the 15th day of July, one thousand eight hundred and seventy, who is not at present in *bona fide* occupation of any land, scrip be issued, redeemable in land, to the extent of one hundred and sixty dollars.

2. To each child of a half-breed head of a family residing in the North-West Territories previous to the 15th day of July, 1870, and born before that date, the lot or portion of land of which he is at the present time in *bonâ fide* and undisputep occupation, by virtue of residence upon and cultivation thereof, to the extent of two hundred and forty acres, and if the lot or portion of land of which he is in *bonâ fide* occupation as aforesaid should be less than two hundred and forty acres, the difference to be made up to him by an issue of scrip, redeemable in land, at the rate of one dollar per acre, and in the case of each child of a half-breed head of a family residing in the North-West Territories previous to the 15th day of July, 1870, who is not at

present in *bonâ fide* occupation of any land, scrip be issued, redeemable in land, to the extent of two hundred and forty dollars.

The Minister of the Interior, on representations made that it was desirable to have made an enumeration of half-breeds in Manitoba and the North-West Territories who would have been entitled to land had they resided in Manitoba at the time of the transfer, was authorized by Your Excellency in Council, under date the 28th of January last, to appoint commissioners, and the following gentlemen were accordingly appointed to carry into effect the said Order of Your Excellency in Council, namely: William Purvis Rochfort Street, of the city of London, in the Province of Ontario, one of Her Majesty's counsel learned in the law, who is to be the chairman of the commission; Roger Goulet, of the town of St. Boniface, in the Province of Manitoba, Dominion lands surveyor; and Amédée Edmond Forget, of the town of Regina, in the provisional district of Assiniboia, Clerk of the North-West Council and barrister-at-law.

The Minister of the Interior is of opinion that the scope of the enquiry to be made by the commissioners appointed under the authority of the Order of Your Excellency in Council above mentioned should be enlarged, and that they be empowered not only to enumerate the half-breeds resident in the North-West Territories outside of the limits of Manitoba, previous to the fifteenth day of July, one thousand eight hundred and seventy, but also to report, from time to time, to the Minister of the Interior, the persons who are entitled to be dealt with under sub-clause (*e*) of clause 81 of the Dominion Lands Act, 1883, and also the extent to which they are entitled; it being understood that the expression "North-West Territories," contained in the third line of sub-clause (*e*) of clause 81 of the Dominion Lands Act of 1883, shall, for the purpose of the enumeration and report to be made by the commissioners, be held to include all that portion of the Province of Manitoba, as now constituted which was not within the said Province as constituted under the Manitoba Act (33 Vic., chap. 3).

The Minister deems it important that the said commissioners be authorized, under clause 83 of the Dominion Lands Act of 1883, to summon witnesses before them, by subpœna issued by them, to examine such witnesses under oath, and generally to do all things and exercise all powers and functions provided for by the said clause 83 of the Dominion Lands Act, 1883.

The Minister therefore recommends that the Order of Your Excellency in Council of the 28th January last, hereinbefore referred to, be cancelled.

The Minister of the Interior recommends that the commissioners who shall make the enumeration and report herein provided for be the same as were appointed under the authority of the above mentioned Order of Your Excellency, namely:—William Purvis Rochfort Street, of the city of London, in the Province of Ontario, one of Her Majesty's counsel learned in the law, who shall be the chairman of the commission; Roger Goulet, of the town of St. Boniface, in the Province of Manitoba, Dominion lands surveyor; and Amédeé Edmond Forget, of the town of Regina, in the provisional district of Assiniboia, Clerk of the North-West Council, and barrister-at-law.

The Committee concur in the foregoing report and the recommendations therein contained, and they advise that the above named be constituted a commission, with all the powers recommended by the Minister of the Interior.

All of which is respectfully submitted for Your Excellency's approval.

JOHN J. McGEE, *Clerk Privy Council.*

Hon. the Minister of the Interior.

DEPARTMENT OF THE INTERIOR, OTTAWA, 28th March, 1885.

SIR,—In compliance with the request contained in your letter of the 27th instant, I have the honor to inform you that letter of credit cheque No. 1463, for $1,750, has been sent to the Bank of Montreal at Winnipeg, to be deposited to your credit as chairman of the half-breed commission.

Vouchers in duplicate for the sum in question are herewith enclosed, which please return to this Department after they have been signed by you and a witness to your signature.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

W. P. R. STREET, Esq., Q.C., London, Ont.

DEPT. OF THE INTERIOR, OTTAWA, 28th March, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to enclose to you herewith letter of credit cheque No. 1463, for $1750 the amount of which is to be placed in your bank to the credit of William P. R. Street, chairman of the half-breed commission; and to request that you will have the same deposited accordingly.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

Manager Bank of Montreal, Winnipeg, Man.

DEPT. OF INDIAN AFFAIRS, OTTAWA, 27th March, 1885.

SIR,—I am in receipt of your note of the 26th instant, requesting to be furnished with three copies of the map of the North-West Territories, having marked on it the portions ceded by the various Indian treaties, and the location of the various Indian reserves; (2ndly) three copies of the volume containing the various Indian treaties; (3rdly) three copies of the work of the Hon. Alexander Morris, on the Indian treaties.

With regard to the maps, you state that they ought to be mounted and dissected, so as to fold in book form about five inches by ten inches. This requirement under ordinary circumstances is one that should be done at the expense and under the direction of your own Department. However, in view of the urgent condition of half-breed matters in the North-West at present, I have directed the binders to have them made up in the manner indicated; but the expense of the same must be paid by yours and not by this Department.

I forward three copies of Mr. Morris, work on the Indian treaties, which also contain the treaties themselves as appendices thereto.

I am, Sir, your obedient servant,

L. VANKOUGHNET, *Deputy Minister Indian Affairs.*

A. M. BURGESS, Esq., Deputy Minister of the Interior.

OTTAWA, 27th March, 1885.

SIR,—I have the honor to apply for an advance of $250 on account of expenses of half-breed commission—$50 of it to be in a cheque by itself.

I have also to request that a further sum of $1,750 be placed to my credit as chairman of the commission, in the Bank of Montreal at Winnipeg.

I shall hope to be advised when this has been done.

I have the honor to be, Sir, your obedient servant,

WM. P. R. STREET, *Chairman.*

Hon. the Minister of the Interior.

(*Telegram.*)

WINNIPEG, MAN., 22nd March, 1885.

To W. PEARCE.

Goulet out west; locality uncertain; expected return Monday; did not receive letter or telegram; his brother thinks no doubt will accept appointment.

R. A. RUTTAN.

(*Telegram.*)

To D. L. MACPHERSON

REGINA, N. W. T. *viâ* WINNIPEG, 19th March, 1885.

Yes; Forget is available.

E. DEWDNEY.

(*Telegram.*)

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE, OTTAWA, 18th March, 1885.

Hon. E. DEWDNEY, Lieutenant-Governor, Regina.

It is wished that Mr. Forget should be a member of the commission on half-breed claims. Is he available? Answer.

D. L. MACPHERSON.

(*Confidental.*) OTTAWA, 19th March, 1885.

SIR,—I am directed by the Minister of the Interior to enquire whether you would be ready to act upon a commission which the Government is about to appoint for the purpose of investigating the claims of half-breeds in the North-West Territories. The remuneration to be paid would be at the rate of $6 per diem, and all expenses. It is intended that the commission should commence work as early in the month of April as the necessary arrangements can be perfected, and you would be duly notified of the date, in case of your acceptance.

Please reply by telegraph.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *D. M. I.*

ROGER GOULET, Dominion Lands surveyer, St. Boniface.

(*Telegram.*)

DEPARTMENT OF INTERIOR, OTTAWA, 4th February, 1885.

Hon. E. DEWDNEY,
Lieut.-Governor, North-West Territories, Regina, N.W.T.

Government has decided to investigate claims of half-breeds and with that view has directed enumeration of those who did not participate in grant under Manitoba Act—no representation received recently.

D. L. MACPHERSON.

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 28th January,* 1885.

On a memorandum, dated 26th January, 1885, from the Minister of the Interior, submitting that it is desirable, with a view of settling equitably the claims of half-breeds in Manitoba and the North-West Territories who would have been entitled to land had they resided in Manitoba at the time of the transfer and fyled their claims in due course under the Manitoba Act, and also of those who, though residing in Manitoba and equitably entitled to participate in the grant, did not do so, to ascertain the number of such half-breeds, and recommending that he be authorized to obtain an enumeration of them, and to employ three persons to make such enumeration.

The Committee concur in the foregoing recommendation, and they advise that the requisite authority be granted.

JOHN J. McGEE, *Clerk Privy Council.*

Hon. the Minister of the Interior.

DEPARTMENT OF THE INTERIOR, OTTAWA, 26th January, 1885.

MEMORANDUM.—The undersigned submits that in his opinion it is desirable, with a view to settling equitably the claims of half-breeds in Manitoba and the North-

West Territories who would have been entitled to land had they resided in Manitoba at the time of the transfer, and fyled their claims in due course, under the Manitoba Act, and also of those who, though residing in Manitoba and equitably entitled to participate in the grant, did not do so, to ascertain the number of such half-breeds, and he recommends that he be authorized to obtain an enumeration of them, and to employ three persons to make such enumeration.

Respectfully submitted,

D. L. MACPHERSON, *Minister of the Interior.*

Hon. the Privy Council.

COPY

(116*a*)

Of Commission appointing Commissioners to make enumeration of Half-breeds in the North-West Territories previous to the 15th July, 1870.

CANADA.

LANSDOWNE

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, defender of the Faith, &c., &c.

To William Purvis Rochfort Street, of the City of London, in the Province of Ontario, Esquire, one of our Counsel learned in the Law; Roger Goulet, of the Town of St. Boniface, in the Province of Manitoba, Esquire, Dominion Lands Surveyor, and Amadée Edmund Forget, of the Town of Regina, in the Provisional District of Assiniboia, Esquire, Barrister-at-Law, Clerk of the North-West Council, all in Our Dominion of Canada, and to all to whom these presents shall come, or whom the same may in any wise concern, GREETING:

Whereas it is in and by sub-clause (*e*), of clause eighty-one of the Act of the Parliament of Canada, passed in the forty-sixth year of Our reign, chaptered seventeen, and called and known as the "Dominion Lands Act, 1883," amongst other things in effect enacted that powers are delegated to the Governor in Council to satisfy any claims existing in connection with the extinguishment of the Indian title preferred by half-breeds resident in the North-West Territories, outside of the limits of Manitoba, previous to the fifteenth day of July, one thousand eight hundred and seventy, by granting lands to such persons to such extent, and on such terms and conditions as may be deemed expedient.

And whereas we deem it expedient that such claims should be satisfied by granting:—*First.* To each half-breed head of a family resident in the North-West Territories, outside of the limits of Manitoba, previous to the fifteenth day of July, one thousand eight hundred and seventy, the lot or portion of land of which he is at the present time in *bonâ fide* and undisputed occupation, by virtue of residence upon and cultivation thereof, to the extent of one hundred and sixty acres, and if the lot or portion of land of which he is in *bonâ fide* occupation as aforesaid should be less than one hundred and sixty acres, the difference to be made up to him by an issue of scrip, redeemable in land, at the rate of one dollar per acre, and in the case of each half-breed head of a family residing in the North-West Territories previous to the fifteenth day of July, one thousand eight hundred and seventy, who is not at present in *bonâ fide* occupation of any land, scrip to be issued, redeemable in land, to the extent of one hundred and sixty dollars. *Second.* To each child of a half-breed head of a family residing in the North-West Territories previous to the fifteenth day of July, one thousand eight

hundred and seventy, and born before that date, the lot or portion of land of which he is at the present time in *bonâ fide* and undisputed occupation, by virtue of residence upon and cultivation thereof, to the extent of two hundred and forty acres, and if the lot or portion of land of which he is in *bonâ fide* occupation as aforesaid should be less than two hundred and forty acres, the difference to be made up to him by an issue of scrip, redeemable in land, at the rate of one dollar per acre, and in the case of each child of a half-breed head of a family residing in the North-West Territories previous to the fifteenth day of July, one thousand eight hundred and seventy, who is not at present in *bonâ fide* occupation of any land, scrip be issued, redeemable in land, to the extent of two hundred and forty dollars.

And whereas it is desirable to have made an enumeration of half-breeds resident in the North-West Territories, outside of the limits of Manitoba, previous to the fifteenth day of July, one thousand eight hundred and seventy; and also that Our Minister of the Interior of Canada should be informed from time to time who the persons are who are entitled to be dealt with under sub-clause (*e*) of clause eighty-one of the said Act, and also the extent to which they are entitled.

And whereas it is in and by clause eighty-three of the "Dominion Lands Act, 1883," amongst other things in effect enacted that any person specially authorized to that effect by the Governor in Council shall have power to summon before them or him any person by subpœna issued by them or him to examine such person under oath and to compel the production of papers and writings, before them or him.

Now know ye, that under and by virtue of the powers vested in Us by the "Dominion Lands Act, 1883," and by and with the advice of Our Privy Council for Canada, we, reposing special trust and confidence in your loyalty, fidelity and ability, have nominated, constituted and appointed, and do hereby nominate, constitute and appoint you the said William Purvis Rochfort Street, Roger Goulet and Amadée Edmund Forget, to be Our Commissioners to make such enumeration of half-breeds resident in the North-West Territories, outside of the limits of Manitoba, previous to the fifteenth day of July, one thousand eight hundred and seventy, and also to report from time to time to Our said Minister of the Interior the persons who are entitled to be dealt with under sub-clause (*e*) of clause eighty-one of the "Dominion Lands Act, 1883," and also the extent to which they are entitled; it being understood that the expression "North-West Territories," contained in the third line of sub-clause (*e*) of clause eighty-one of the "Dominion Lands Act, 1883," shall, for the purpose of the enumeration and report to be made by you as such Commissioners, be held to include all that portion of the Province of Manitoba, as now constituted, which was not within the said Province as constituted under the Manitoba Act passed in the thirty-third year of Our reign, chaptered three.

And We do hereby authorize and empower you as such Commissioners, under clause eighty-three of the said "Dominion Lands Act, 1883," to summon witnesses before you by subpœna issued by you, to examine such witnesses under oath, to compel the production of papers and writings before you, and generally to do all things and exercise all powers and functions provided for by the said clause eighty-three of the "Dominion Lands Act, 1883."

And We do hereby constitute and appoint you, the said William Purvis Rochfort Street, to be the chairman of this Our Commission.

To have, hold, exercise and enjoy the said office, place and trust unto you, the said William Purvis Rochfort Street, Roger Goulet and Amadée Edmund Forget, together with the rights, powers, privileges and emoluments unto the said office, place and trust, of right and by law appertaining, during pleasure.

And We do hereby require you to report to our said Minister of the Interior the names of the several persons who you may ascertain and determine are entitled to receive grants of land or scrip, as aforesaid; together with the evidence taken before you, and any opinions you may see fit to express thereupon.

In testimony whereof, We have caused these our letters to be made patent, and the Great Seal of Canada to be hereunto affixed. Witness, Our Right Trusty and Entirely Beloved Cousin, The Most Honorable Sir Henry Charles Keith Petty-Fitz-

maurice, Marquis of Lansdowne, in the County of Somerset, Earl of Wycombe, of Chipping Wycombe, in the County of Bucks, Viscount Caln and Calnstone, in the County of Wilts, and Lord Wycombe, Baron of Chipping Wycombe, in the County of Bucks, in the Peerage of Great Britain; Earl of Kerry and Earl of Shelburne, Viscount Clanmaurice and Fitzmaurice, Baron of Kerry, Lixnaw and Dunkerron, in the Peerage of Ireland; Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Governor General of Canada, and Vice-Admiral of the same.

At Our Government House, in Our City of Ottawa, this thirtieth day of March, in the year of Our Lord one thousand eight hundred and eighty-five, and in the forty-eighth year of Our reign.

By command.

G. POWELL, *Under Secretary of State.*

GEO. W. BURBIDGE, Deputy of the Minister of Justice, Canada.

PAPERS AND CORRESPONDENCE

(116*e*)

In connection with Half-breed Claims and other matters relating to the North-West Territories.

OTTAWA, 21st April, 1885.

MY DEAR MR. BURGESS,—I forward to you the following files of this Department:—2094, 3559, 4041, 4145, 4953, 10766, 12014. These files contain correspondence referring more or less to half-breed matters in the North-West Territories. They have been culled from an immense number of other files on Indian matters, and I think they should properly have been retained in the Department of the Interior.

Very truly yours,

L. VANKOUGHNET.

A. M. BURGESS, Deputy Minister of the Interior.

(*Translation.*)

Proposed and adopted amongst ourselves that messengers be sent to all the Métis and to the Cree, Assiniboine and Saulteux nations.

This 3rd May, 1873, we have received the votes of all the Métis of the North-West, and the assurance of the friendship of all the Indian nations.

Address to the Lieutenaut-Governor, Alexander Morris, Public Meeting, 5th May, 1873.

We, the Council and the public, through this petition, respectfully submit to the Lieutenant-Governor that we are aware that the Canadian Government has annexed our lands to Canada, which lands are all known to be of the greatest value.

We mean to speak here of the manner in which the Canadian Government have made their treaties at Red River, causing a great deal of anxiety among us, for the people of Red River being our own people, if they are maltreated, we know that we will be treated similarly. Bright promises will be made to us, but never will be carried out afterwards.

We are aware that Governor McDougall did, three years ago, declare war against our people at Red River, without the Queen's instructions; that Dr. Schultz, Col. Dennis and other such men, have good positions, and one might suppose that those persons were given those positions in order to give them a chance of annoying the people of Red River—Dr. Schultz being a member of the Council of the North-West and Provencher, we are told, being Indian agent, who, like Mr. Clark, have fine words and flatteries to tell the Indians, in order to better deceive them afterwards.

We beg of you, our worthy Lieutenant-Governor, to listen to what we have to say, and although we do not know how to express ourselves, we wish to manifest the sense of respect we have for you. We consequently request you to listen to our just prayer and give us your protection in preventing strangers from disturbing us on our lands, although they do not form part of the Province.

We also ask of you, our Lieutenant-Governor, to give us lands in compensation of our rights to the lands of the country as Métis.

And we also beg to call your attention to the fact that a preference is shown towards the strangers in the Province, and we would like a stop being put to such a

state of things, even in our midst, who do not belong to the Province although those are but a few strangers, still they are trying to supplant us.

We also tell you, as our Lieutenant-Governor, that we find it hard of the Canadian Government not having as yet fulfilled the agreements entered into with the people of the Province; for the last three years those agreements have remained a dead letter, and if the people of the Province is so badly treated we cannot expect to be treated otherwise.

We would be very glad to see the Canadian Government adopting a frank and open course, and if they were to give to our people of the Province the lands which in their agreement with the Canadian Government they were to have.

We further beg to ask of you, our Lieutenant-Governor, for a general pardon in favor of Mr. Riel and the principal men who supported him, for they are not safe in visiting the city, and our people cannot appear in the city without being molested and ill-treated by the strangers and also by the soldiers, and no reason can be obtained against them.

We write to you, our Lieutenant-Governor, to let you know that we respect you and that we speak well of you to all the Indian nations, and that we do all we can to induce them to act according to law and justice. Peace and tranquility exists everywhere in the camps and in the Métis settlements, and the Indian nations say that if good propositions be made to them by the Government that they may perhaps make a treaty of peace for the roads.

And as there are no laws made as yet for this country, we go on as heretofore. We make a law, and that law is strong, as it is supported by the majority.

We terminate, awaiting good proposals and assuring you, our Lieutenant-Governor, of our respect.

JOHN FISHER.
And ten others.

Translation.

GOVERNMENT HOUSE, FORT GARRY, 4th June, 1873.

GENTLEMEN,—The address voted at your meeting held on the 5th May last, which you erroneously designate under the name of "Council," has been submitted to me; and I must say that I received it only when Mr. Fisher gave me to understand that it was not a Council but simply a committee formed in order to prepare the address, there being but one Council for the administration of the affairs in the North-West, of which I have the honor of being the Governor. In answer, I must tell you that you are in error when you suppose that there are no laws in force in the North-West Territory. The laws of England are in force here, and the administration of the territories has been confined to me as Governor and to a Council appointed by the Crown, which is now composed of eleven members, and the number of which may be increased to twenty-one.

The criminal laws of the Dominion have been extended to the North-West, and a severe law prohibits the sale of intoxicating liquors therein.

Magistrates will be appointed for the carrying out of these laws and a police force will be kept up to maintain order and prevent crimes and offences against our people.

I will submit your letter to the Council of the North-West, and will also forward a copy of the same to the Secretary of State at Ottawa.

I do not answer you more lengthily at present, but I wish you to understand that the Government has but one object in view, which is to treat the inhabitants of this country with justice and impartiality, and to administer the affairs of the country for the greater weal of the people. Of this you must be well assured.

You ask that Louis Riel may not be troubled for his past conduct. I can only say, in answer to this, that I have not the power to grant you your request, as the Queen alone, in the exercise of Her discretionary power, can pardon offences of the nature of which he is accused, if she thinks proper so to do.

I thank you for the expression of your good sentiments and for your confidence in me as your Governor.

I will do my utmost to preserve that confidence, in acting with justice and impartiality, and with the earnest desire to insure to our populations the exercise of their just rights, as well as that tranquility, prosperity and contentment compatible with the institutions which govern it.

I remain, &c.,

ALEXANDER MORRIS, *Lieutenant-Governor.*

JOHN FISHER, President of the meeting held on the 5th May last, and others.

GOVERNMENT HOUSE, FORT GARRY, 5th June, 1873.

SIR,—I have the honor to enclose a (literal) copy of a petition received from John Fisher and others, of Fort Qu'Appelle, together with my reply thereto.

I have the honor be, Sir, your obedient servant,

ALEX. MORRIS, *Lieutenant-Governor.*

Hon. the Secretary of State for the Provinces, Ottawa.

OFFICE OF THE SECRETARY OF STATE FOR THE PROVINCES,
OTTAWA, 17th June, 1873.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 36 *n*, of the 5th instant, covering a copy of a petition addressed to you by John Fisher and others, of Qu'Appelle, together with a copy of your reply thereto.

Your despatch and its enclosures will be submitted for the early consideration of the Governor General in Council.

E. A. MEREDITH.

His Honor the Lieutenant-Governor of Manitoba, Fort Garry, Man.

GOVERNMENT HOUSE, FORT GARRY, 9th June, 1874.

SIR,—I have the honor to enclose memorandum of information furnished by Mr. John Mackay, of Prince Albert, on the Saskatchewan, to Mr. Urquhart, Secretary of the North-West Council.

Mr. Mackay is a very reliable man, a brother of the Hon. James Mackay.

In reference to what he states about the land, I beg to refer to my previous despatches, Nos. 50*n*, 154*n* and 159*n*, the statements contained in which are confirmed by Mr. Mackay.

I have the honor to be, Sir, your obedient servant.

ALEX. MORRIS, *Lieutenant-Governor.*

Hon. the Minister of the Interior, Ottawa.

P.S.—Referring to your despatch of the 2nd April last, and Colonel Dennis' report transmitted therewith, you will perceive that the Surveyor-General was misinformed as to "a man named McBeath being the only grumbler" in regard to the complaint concerning the land surveys.

Mr. John Mackay, of Prince Albert, on the Saskatchewan, in the North-West Territories, furnishes information of which the following is the substance:—

The settlement of Prince Albert is on the North Branch, about 50 miles from Carlton, and between there and the Forks. It consists of about 50 permanent, well-built houses (the pine wood of which they are constructed being found in the immediate neighborhood), and there are between 300 and 400 settlers. These are principally English half-breeds. More settlers are coming in, principally English half-breeds from Manitoba. There is a settlement, not far distant, called St. Laurent, on the South Branch. The settlers here are French half-breeds.

The people of Prince Albert are very anxious to have a treaty concluded with the Indians. The Indians are also desirous of coming to some settlement as to the future—that is, the majority of them. They want to see the Governor. The Governor would have a better chance of making a treaty than anyone else. The Wood Indians (Crees) are all in favor of a treaty. Some of the Plain Crees are opposed to one being made. Probably if they had been let alone they would not have been opposed to a treaty, but they have been influenced by the French half-breeds from St. Laurent and Qu'Appelle. The English half-breeds take to farming; the M6 is live by hunting. Thus it is that the former are in favor of and the latter opposed to a treaty.

He (Mr. Mackay) a short time since received a letter from Gabriel Dumont, of St. Laurent, inviting the people of Prince Albert settlement to join him and his compatriots in the establishment of a provisional government. Gabriel Dumont had been elected president, and the people of St. Laurent had sworn to obey laws passed by him and his council. The people of Prince Albert would have nothing to do with the movement which he (Mr. Mackay) does not think, as yet, really amounts to much. The people, however, of all nationalities, are anxious to see civil and criminal laws established, and are growing impatient that something should be done. In the absence of the properly constituted officials and the enforcement of Dominion law, they are, after a time, naturally tempted to establish laws of their own for their protection, and hence the repeated talk about setting up provisional governments.

The people of Prince Albert want the land question settled. They wish to know how the land is to be laid out. The Hudson Bay Company, instead of taking up the land round their post, claimed their reserve three miles away, on better land, claimed by the settlers. A public meeting was held and the settlers refused to give up this land, amounting in all to about 3,000 acres, and it is now held and cultivated by them, although the company still claim it and have had it surveyed and staked out. This matter the settlers are very anxious should be settled. They also want a justice of the peace appointed, with powers to appoint constables. J. H. Kerr, who was commissioned justice of the peace, has left the Territories, and had done so before the commission issued.

Had heard that the police were coming; treaties should be made with the Indians before the police come, or, if this cannot be done, carefully selected messengers should precede them, to explain the object of their coming. If this is not done, the Indians will say that they are going to have their land taken from them without any remuneration.

All well affected settlers in the North-West are anxious that treaties should be made, and law and order established without delay, as until this is done there must always be danger.

N.B.—Mr. Kerr was appointed under O. in C. of the 23rd December, 1873 (No. 130), Mr. Chastelair (Joniss) was appointed by the same O. in C. a J. P. Both were residents at Prince Albert.

OTTAWA, 22nd June, 1874.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 191, of the 9th instant, covering a memorandum containing the substance of the information communicated to the Secretary of the North-West Council, by Mr. John Mackay, of Prince Albert, on the Saskatchewan, in reference to the state of feeling now existing among the Indians and half-breeds of that locality.

The matters therein referred to, so far as they have not already been dealt with, will receive early attention.

I have the honor to be, Sir, your obedient servant,

E. A. MEREDITH, *Deputy Minister of Interior.*

His Honor the Lieutenant-Governor of the North-West Territories,
Fort Garry, Man.

OTTAWA, 11th May, 1885.

DEAR SIR,—In reply to your note of the 8th instant, I enclose herewith copy of the letter of the 2nd of December, 1874, addressed by Mr. Meredith to the Rev. Père Decorby, Roman Catholic missionary at Qu'Appelle, being a reply to his letter of the 1st of October previous, relative to half-breed matters in the North-West. File No. 4145, respecting which, was transferred to your Department recently, together with other files of this Department on similar matters.

Yours truly,

L. VANKOUGHNET.

A. M. BURGESS, Esq., Deputy Minister of the Interior.

DEPARTMENT OF THE INTERIOR, INDIAN BRANCH,
OTTAWA, 2nd December, 1874.

SIR,—I have the honor to acknowledge the receipt of your letter of 1st October last, giving certain explanations in relation to the half-breed population of Lake Qu'Appelle, and asking, on their part, that the Government of the Dominion should leave to the half-breeds their lands as they took them, that is to say, that they be not held strictly to the lines.

I shall make it my duty to submit your letter for the consideration of the Minister of the Interior on his return to Ottawa.

I have the honor to be, Rev. Father, your obedient servant,

E. A. MEREDITH, *Deputy Minister of the Interior.*

Rev. Father DECORBY, Lake Qu'Appelle, N.W.T.

(*Translation.*) LAC QU'APPELLE, 1st October, 1884.

SIR,—As the Gover nment has entrusted the affairs of the North-West to you, I take the liberty of addressing you some explanations regarding the Lakes Qu'Appelle and the half-breed population established there.

The spirit of justice which animates you, and the desire you have manifested to us, to work for the good of those whose interests are confided to you, make me hope that you will deign to take them into consideration, and bring them to the knowledge of the Government, in order that they may treat the half-breeds of Lake Qu'Appelle with justice and generosity, according to the kind words of His Excellency our Governor, Alexander Morris.

I may remark, at once, that the half-breeds have a right to some privileges in this place. It was they who made a kind of conquest of it, by obliging the Indian nations who formerly warred there to retire. It is they who still keep them off, and it is to their presence that is due the honor of peace, and the security which is enjoyed all around.

I cannot state the exact period when the half-breeds began to winter at the Lakes Qu'Appelle, but having explained to His Lordship the Bishop of St. Boniface the wish to have a Catholic priest among them, My Lord Taché, now Archbishop of St. Boniface, went there himself, in 1865, chose the present site of the mission, gave orders for the erection of a chapel, and took for the requirements of the mission all the points comprised between the two streams, called the Mission Streams, that is to say, of the extent of about a mile of front.

The half-breeds then established there promised to respect the land reserved by His Lordship. The Hudson Bay Company, and the Indians of some importance, to my knowledge at least, did not advance any claim to it.

A good part of the space reserved is dirty, marshy land, and quite unfit for cultivation. Of the remainder, we must make three parts: the first part must be left for the use of voyagers, as many Indians as half-breeds, who would come to the mission either for instruction or to perform their religious duties; the second part must be devoted to the establishments of the mission, church, presbytery, schools,

&c.; the third part, that which is on the eastern stream, must serve for the formation of a farm, which will certainly soon be indispensable to the existence of the mission. Also, in the whole reserve there is little but what is necessary to the wants and the objects of the mission.

Assured of the definite establishment of the mission, the half-breeds also began to take lands. Each cut his piece after his own fashion. This one took a little point. That one a stream, where there was a little wood and good lands; another marked for himself a good length on the little piece of woods which covers the southern declivity of the valley.

Now, the half-breeds desire and ask the Government to leave their lands as they took them, that is, that they will not force them to exact lines. This may appear exorbitant to those who have no knowledge of the place, but to those who have seen it there is nothing but what is reasonable. Good land is scarce—wood still rarer—particularly serviceable wood. Consequently, if they draw lines the same as has been done in other places, it will happen that the lines, which will certainly not bend according to the caprices of the streams, nor to the shape of the points, will cut off, or take from them, the little good land or wood of any value which made them choose the place, and which are indispensable for their maintenance. They will thus have to establish themselves in other places, because the lines will not leave them enough to live upon.

Furthermore in granting this the Government need have no fear of giving too much to the half-breeds, or of interfering with the vast plans they may have formed regarding the North-West Territory. In my humble observation, some acres of land in Manitoba would be very preferable to many thousands here.

There will never be a great flow of emigration to the Lakes Qu'Appelle. And I am also persuaded, on account of the few resources there are in wood, hay, &c., that it is only by keeping at distances from each other that the persons now established there will be able to maintain themselves.

In closing these explanations, perhaps a little too long, permit me, Sir, to thank you for your kind visit, and to subscribe myself, with sentiments of the deepest gratitude,

Your very humble and obedient servant,

DECORBY, P., O.M.I.,
Missionary, Lake Qu'Appelle.

Hon. Mr. LAIRD, Minister of the Interior.

GOVERNMENT HOUSE, FORT GARRY, MANITOBA, 17th October, 1874.

SIR,—I have the honor to enclose you a copy of an address from the Métis of Lakes Qu'Appelle, which was presented to me on the 13th September last by the Hon. Pascal Breland. I also enclose copy of my reply thereto, bearing date 16th September.

For convenience, I also enclose translations from the French of the address and reply.

Before replying, I had the opportunity of consulting with the Minister of the Interior.

The requests of the Métis with regard to the lands occupied by them, and as to the Catholic mission, who have a church and residence there, seemed reasonable, and I felt at liberty to reply in a manner to relieve their minds of anxiety as to their holdings, having been authorized, by a despatch from the Minister of the Interior, to communicate similar information to Bishop Grandin, with regard to the Métis in the Saskatchewan district. I trust that the tenor of my reply with regard to this and other questions, treated of in the address in question, will receive approval.

I was gratified to receive from the Métis their assurances of respect, and as they themselves phrased it, "of their perfect submission to the Government," as at one period a feeling of uneasiness and dissatisfaction prevailed amongst the Métis of the region in question, but which, I believe, is now happily allayed.

I would suggest that steps should be taken to secure the laying off of the Indian reserves early next season, so as to open the land for occupation in the vicinity of Qu'Appelle settlement.

I have the honor to be, Sir, your obedient servant,
ALEXANDER MORRIS, *Lieutenant-Governor N.W.T.*

(*Translation.*) LAKE QU'APPELLE, 11th September, 1874.

YOUR EXCELLENCY,—The half-breeds of the Lakes Qu'Appelle and environs offer you o-day their homage, and submit to you the following petitions, which they present in their name and in the name of all their brethren scattered over the prairies, and beseech you to give them a favorable hearing, and to remember them in the various arrangements that the Government may make with the Indians.

They ask you,—

1st. That the Government allow to the half-breeds the right of keeping the lands which they have taken or which they may take along the River Qu'Appelle.

The right of fishing in all the lakes of the above mentioned river.

The right of hunting freely in the prairies west and south-west of the Lakes Qu'Appelle, without being arbitrarily hindered by the Indians, but only in virtue of the regulations that the Indians in concert with the half-breeds and the Government shall establish hereafter for the good of all.

The right of trading at the lakes and environs of the Lakes Qu'Appelle.

They ask,—

2nd. That the Roman Catholic mission may have the free and tranquil enjoyment of its possessions and participate in all the privileges and rights of the half-breeds.

They ask,—

3. That the Government, in concert with the Indians and the half-breeds, do make, with regard to winter quarters and buffalo hunting, laws which will be of great use to all, such as to prevent wintering too far out in the prairies and to compel every one to start together for the chase, &c., &c.

Moreover, that the Government establish an authority composed of persons who have the confidence of the people of the place, and charged to manage the affairs of the country, make its laws, see that they are put in force and judge differences.

In all these demands the half-breeds have no intention of depriving the Indians of their rights, but merely claim the recognition and respect of their own, and are disposed to live with the Indians as with brothers and with friends.

Hoping that these demands will be favorably received, they beg Your Excellency to accept the assurance of their profound respect for you and of their perfect submission to your Government.

The half-breeds of Lake Qu'Appelle:—

Augustin Bralant,
Baptiste Davis,
Mechat Deparlais,
Michael Klyne,
Peter Lapierre,
Antoine Laroque,
Francis St. Dennis,
Norbert Delorme,
Thomas Kavanagh,
Pierre Peltier,
Michael Dunarais,
Simon Blondeau,
Pierre Poitras,
Jean Monet,
Joseph Petier,
Corbert Seigneur,
John Fisher,
Alex. Fisher,
Alex. Swain,
François Seignoir,
Pierre Flammand,
Patrice Monet,
Moise Ouellette,
Joseph McKay,
Joseph Poitras,
Antoine Ouellette,
Antoine Flavin,
Antoine Hamilin,
Louison Flammand,
Pierre Denourinné,
André Flammand.

To His Excellency Governor ALEXANDER MORRIS.

To Augustine Brabant, Baptiste Davis, and others, half-breeds of the Lakes Qu'Appelle and environs.

GENTLEMEN,—I have the honor to acknowledge your address, dated 11th September, presenting me your respects, and submitting to me certain petitions, with regard to various matters.

I thank you for your expression of satisfaction towards the Government of our Queen, whose servant I am, and for the respect you expressed for myself.

With regard to your petition to keep the lands that you have taken along the river, I shall present it before the Privy Council of Canada, in Ottawa, and I have communicated your wishes to the Minister of the Interior, who is here with me.

I can, however, assure that I am confident the Government will, with great pleasure, respect the rights of the half-breeds to the lands which they have cleared and cultivated, because it has always been the custom to regard the rights of actual possessors of the lands. The same remark applies to the possessors of the Roman Catholic mission, and I think that the zeal of these devoted men, who follow the half-breeds and Indians in the vast lands of our North-West, should be recognized, by giving them a certain portion of land, suitable for their object.

With regard to the lands which the half-breeds wish to take in future, I would remark that as we have just made a treaty with the Indians, it will be necessary to make the reserve for them, as soon as possible, with the view of leaving the other lands open, to be taken up by settlers.

With regard to the chase, you have the same rights that the other subjects of the Queen have, and I shall be happy to put before the North-West Council, charged, as that Council is, with the government of these territories, your views on the chase, so as to see if it be necessary to make some good laws and provision for the regulation of buffalo hunting. This subject is of great importance to the half-breeds, the Indians and the whole country, and I believe that the North-West Council will be ready to give the matter the most serious consideration.

It is the wish of the Government to establish its authority everywhere in these vast territories of the Queen, and I would be glad if the Council and Government in Ottawa are able to find competent persons, having your confidence, and capable of executing the laws that the Parliament of Ottawa have a right to make from time to time, or those that the North-West Council in the exercise of their powers as a Local Legislature may enact, but I do not think that the Privy Council will be willing to give the power of making laws to such small communities as the half-breeds and others in these remote territories.

I am very glad to know your disposition towards the Indians, and I hope that the treaty which the Queen's commissioners have just had the good fortune to make with them will greatly tend to propagate a spirit of contentment amongst the half-breeds and Indians.

With the best disposition towards you, and wishing you all prosperity,

I have the honor to be, Sir, your obedient servant,

ALEXANDER MORRIS, *Lieutenant-Governor, N.W.T.*

FORT QU'APPELLE, 16th September, 1874.

DEPARTMENT OF THE INTERIOR, OTTAWA, 7th December, 1876.

MEMORANDUM.—The undersigned has the honor to report that he finds that by an Order in Council of the 22nd of October, 1873, the sum of $300 per annum was appropriated in the aid of the Indian school at St. Albert, in the Saskatchewan district, and that by the same Order in Council a similar amount was promised in aid of another school in the same district, to be hereafter designated by the Roman Catholic Bishop of the diocese of the Saskatchewan, such aid to be given on the understanding that an average of sixty scholars (subsequently reduced by Order in Council of the 3rd of April, 1874, to twenty-five) was in attendance.

By his letter of the 7th of January, received in March last, the Bishop reports that the average attendance at the St. Albert school is upwards of sixty, and he applies, in the same letter, for similar aid to the two schools at Lac la Biche and Ile à la Crosse, both on the Athabaska River, in the diocese of the Saskatchewan. The Bishop states that the average attendance of scholars of the two latter schools was between twenty-five and thirty.

The undersigned has the honor to recommend that in accordance with the promise made by the Order in Council above referred to, the sum of $300 be paid to the Bishop of the Saskatchewan for the school at St. Albert, for the current year, and that a further sum of $300 be placed at the disposal of the Bishop for school purposes in his diocese, to be given either to the school at Lac la Biche or to that at Ile à la Crosse, or to be divided between them as he may think proper.

Respectfully submitted,

DAVID MILLS, *Minister of the Interior.*

Hon. the Privy Council.

(*Translation.*) WINNIPEG, MAN., 28th August, 1876.

SIR,—Permit us to inform you that His Lordship Bishop Grandin, of St. Albert, on the Saskatchewan, received your letter dated 31st July, 1875, wherein you reply to his of the 3rd April, in the same year.

As Vicar-General and attorney of that Bishop, in his absence, and by his order, we take the liberty of informing you that His Lordship received the cheque for $300, for the support of an Indian school at St. Albert; and in accordance with your suggestion, we hasten to say to you that four other localities, under the jurisdiction of the same Bishop, have schools in the same condition, and with the smallest possible means of support.

The missions where these schools exist are Lake la Biche, Lake St. Anne, Ile à la Crosse, and St. Laurent of the Saskatchewan. We therefore ask for these schools the same assistance which has been accorded to that of St. Albert.

We would observe, from what you are good enough to say and explain to Bishop Grandin, that we have every reason to believe that your Government is willing to continue the grant to St. Albert school, and to commence at the above places.

In closing, we beg you to submit these lines to the Hon. the Minister of Indian Affairs.

We have the honor, Sir, to submit ourselves,

Your most humble and obedient servants,

ALBERT LACOMBE, *Grand Vicar of the Diocese of St. Albert.*
H. LEDUC, *Attorney of the Diocese.*

(*Translation*) STE. MARIE DE WINNIPEG, MAN., 16th August, 1875.

HON. SIR,—In my capacity as Grand Vicar to His Lordship Vital Grandin, Bishop of St. Albert, in the North-West, and acting as his representative here, I have the honor to acknowledge the receipt of your letter addressed to His Lordship, and of the cheque for $300 therein enclosed.

At the first favorable occasion I will transmit the said letter and the offering of your Government to their destination.

I have the honor to subscribe myself your most obedient servant,

ALBERT LACOMBE, *Priest, O. M. I.*

The Deputy Minister of the Interior.

OTTAWA, 31st July, 1875.

MY LORD,—I have the honor, by the desire of the Superintendent-General, to acknowledge the receipt of Your Lordship's letter of the 3rd of April last, calling his attention to the condition of the settlers in your diocese in the North-West.

2. The Superintendent-General desires me to say that he has read with much interest your valuable communication which reached him some days ago.

3. He wishes me to assure Your Lordship that he and his colleagues in the Government have the most earnest desire to promote the well being of all the inhabitants of the North-West, whether Indians or half-breeds, and it will afford the Government sincere pleasure to co-operate, so far as is in its power, in your praiseworthy efforts to elevate their condition.

4. The Superintendent-General is gratified to receive from Your Lordship the assurance of the great benefits to the cause of law and order in the ter ritories which have already resulted from the action of the Government in sending the Mounted Police into the country. He regrets to learn, however, from your letter, that a large number of the Métis had contemplated abandoning the Province and settling in the United States, but is gratified that through Your Lordship's judicious intervention they were induced to remain in Canada.

The Superintendent-General is surprised and grieved at the statement in your letter that the Métis in your diocese regard the Dominion Government with feelings of uneasiness and distrust, and point to the occurrences in connection with the troubles of Red River as an evidence of the want of friendly feeling of the Government towards them.

6. The Superintendent-General thinks that a calm review of all the facts connected with those unhappy occurrences aught to convince any candid and thoughtful person that the Government has acted throughout towards the Métis who were compromised therein in a spirit of kindness, and Your Lordship can assure the settlers in your diocese who continue peaceable and law-abiding that the Government will be prepared to deal with them in a spirit of generous consideration.

The Superintendent General hopes, therefore, that Your Lordship will be able to disabuse the minds of the Métis of the Saskatchewan of the erroneous impressions they would seem to labor under with regard to the feelings entertained towards them by the Dominion Government.

7. The Superintendent-General has read with especial interest your remarks upon the subject of schools for the Indians and Métis, believing as he does that it is to the education of the rising generation of Indians we must look for any permanent elevation of the red man.

8. I shall now proceed to notice, *seriatim*, the several heads under which you ask the Government to aid the settlers in the North-West. You ask for :

1. Encouragement for the settlers in agriculture.
2. Aid for hospitals.
3. Aid for schools.
4. Aid for orphan asylums.
5. Concessions of land for orphan asylums and model farms.
6. Reserves of land for the children and aid to help them in farming, and
7. And lastly—reserves for the Indians of arable land, situated near fishing lakes.

As to the first, namely, the encouragement of agriculture among the settlers, the Superintendent-General cannot but congratulate Your Lordship upon the efforts made by the mission, especially by the establishment of mills to enable the settlers to utilize the grain raised in your diocese.

The Superintendent wishes to remind you that this is a subject which will properly come within the province of the Local Government, soon to be inaugurated in the North-West. He thinks, however, that it is obvious that the measures now being taken by the Dominion Government to carry a railroad and telegraph line through the territories must have the effect of opening up the country and of facilitating transport through it, and in this way cannot fail to give an impetus to the agricultural interest of the territory.

The 2nd, 3rd and 4th heads referred to by you are all matters which come specially within the Province of the Local Legislature.

With regard to the third head, however, I may remark that the Dominion Lands Act makes provision by a liberal land grant to aid general educational purposes in the territories, and so far as the Indians are concerned the Dominion Government will, no doubt, be prepared when the territory is surrendered, to make the same provisions there as elsewhere by treaty for Indian schools. In the meantime, I am directed by the Minister to transmit to Your Lordship an official cheque for the sum of $300, in aid of the school at St. Alberts, authorized by Order in Council of the 22nd October, 1873, as it is assumed from Your Lordship's report that the average attendance of Indian children at this school is not less than the number required by the Order in Council, namely 25.

Any one of the other schools which Your Lordship may think proper to select will be intitled to a similar area for the current year, provided, of course, the average attendance of Indian children throughout the year is not less than 25.

As to the fifth head, namely, concessions of land for orphan asylums and model farms, the Superintendent-General is not prepared at present to make any definite pledge on behalf of the Government. On this point the Superintendent-General will be able to speak more definitely after a treaty has been made and when the question of the extent of land asked for, for the purposes above mentioned, is more accurately known.

The sixth head refers to a large question of public policy, on which it would manifestly be premature at present to pronounce an opinion. The settlers in the North-West have good grounds for believing that the Dominion Government will deal liberally with them. There is a sufficiency of land in the territories for all of them and their children, and it is earnestly to be hoped that they will cultivate as much of it as possible and secure for themselves comfortable homes in the country to which they belong.

As regards the seventh head, namely, the reserves for the Indians: This matter has hitherto been fully provided for and all treaties made with the Indians by which assistance in money and agricultural implements has always been secured to them, and there can be no reason to doubt that these matters will be dealt with in a similar spirit of liberality in future treaties.

The reservation secured to the Indians will no doubt have a fair proportion of arable land, and will include, when it is practicable, any fishing lakes which the Indians may desire to avail themselves of.

In this connection Your Lordship will bear in mind that in all cases Indian reserves are selected after conference with the tribes interested, and in this way every reasonable precaution to guard the interest and meet the wishes of the Indians.

I have the honor to be, Your Lordship, &c.,

DAVID LAIRD.

(*Translation*). BISHOPRIC OF ST. ALBERT, 7th January, 1876.

SIR,—It was not till the 14th of November last that I was enabled to get the letter you had the goodness to send me from Ottawa on the 31st of July previous.

Before everything else, permit me, through your intervention, to testify my lively gratitude to His Honor the Minister of the Interior for the $300 he was good enough to cause to be sent me, to assist in maintaining my school at St. Albert.

The average number of children attending that school is not 25 only, as is supposed, but rather 60 and often 70 children. Besides the school at St. Albert, I have in my diocese two other establishments of Sisters of Charity, one at Ile à la Crosse and the other at Lac la Biche. These two schools are frequented by at least 25 to 30 children, and to the present time, although they, as well as the St. Albert school, have existed for at least ten years, I have not been able to obtain help to assist me in supporting them. I trust, Sir, you will have the kindness to obtain for those schools the same aid the Government has been good enough to grant that of St. Albert. I do not now ask anything for my schools at Lac St. Ann, Caribou and St. Laurent, not being certain that they combine the requisite number of children.

Having passed all last summer with the Indian tribes in the north east of my diocese, and having, since my arrival, about four months ago, been all the time ill, I have not had much direct communication with our Métis. As far as I can perceive, the uneasiness and distrust which prevailed last year has quite disappeared.

They now speak only of the Governor who is to be given to us. Everyone is desirous of knowing who he will be, and all are astonished and complain that he is going, they say, to fix his residence at Fort Pelly.

I spoke to His Honor last year of families who wished to locate themselves in the territory of the United States.

If there are any going there, they are very few in number. I have actually, not long since—received a letter from the chief of that party, asking for a priest no longer to go with him and his to the United States, but to Lac du Bœuf, where he is living with all his married children. They have now a priest residing among them.

This is all the information I can now give about our people. Furthermore, since the police have been with us the colonel and captain can give good accounts of our country and people.

We have the honor, Sir, to be your obedient servant,

† VITAL J., *Bishop of St. Albert, O.M.I.*

(*Translation.*)

BISHOPRIC, ST. ALBERT, 5th April, 1875.

SIR,—You will perhaps be surprised that, without the advantage of knowing you, or of being known by you, I venture to address your honor personally.

I would not have ventured on this boldness if the worthy Col. Jarvis had not apprised me of your indulgence, and great desire to render any service.

Assured by your goodness, I will write to you at length, hoping you will have the patience to read and take into consideration what I shall tell you. The little news we receive from Manitoba had made us suppose that the Government at Ottawa was a good deal occupied about our country. However, until the arrival of the troops, we had not received the slightest mark of interest from that Government. The Government rendered a real service to the country in sending us the soldiers, who have, at last, stopped the infamous traffic in intoxicating drink. They will also make certain malefactors understand that they can no longer commit theft and rapine with impunity. But I venture to hope that the civilizing influence of Government will not stop there, or in many ameliorations.

We would make our country a real Canada, and for that reason we desire all civilized and civilizing people to come to inhabit it. Permit me, Sir, to tell you frankly that it appears to me, while encouraging emigration into the North-West Territories, the Government should consider the benefit of the present inhabitants of the North-West. Apart from the sending of the soldiers, nothing has been done, at least of which we are aware; and this single benefit is far from being known and appreciated by all. The prosecution of certain Métis compromised at the time of the change of Government, at Red River, and particularly the condemnation of Lepine, have caused much uneasiness among the people of this country. Of 700 Métis established at St. Albert, at least 300 have gone, with many others, to reside at different places on the River Lac du Bœuf. Lately a number of them have come to see me. Before giving them time to speak to me, I reproached them for having left St. Albert, assuring them that before long the country would become prosperous.

"My Lord," they replied, "we know too well that we have nothing to hope from the Canadian Government, except ill-will and contempt. The facts which have occurred, and are still taking place, at Red River are proof of it. Rather than be ill treated (brow beaten) like our parents, we have decided to locate ourselves in the territories of the United States. With that object, we have chosen an excellent place, where we shall soon fix ourselves, if you will allow us a priest." My positive refusal will arrest their project. Not returning to St. Albert, they will go to the limit of English territory, to be ready to pass over to our neighbors when they think

the time has come. It appears to me then that in the interest of the country the Government should, without neglecting the encouragement of emigration, occupy itself in retaining the inhabitants who are now here. "But," they will say, "the Métis are good for nothing—a people idle and without economy!" If they were a hundredfold worse, if you will, those who have such advantages over them should not forget that the Metis are generally descended from the servants of the Hudson Bay Company. That these servants, almost exclusively engaged in voyaging, did nothing, or nearly nothing, during their long winters; and could not consequently give their children a liking for work—not seeing its utility. Who was there to teach them notions of order and economy? The mothers had not the faintest idea. Besides, receiving each day the food necessary for the whole family, what was the good of managing? The company alone profits; and the company is rich, says a proverb well known in the country. If they left the service, the buffaloes, then very numerous, supplied them with abundance of food, with little labor. The surplus of provisions and the furs and skins, also very abundant, procured them the necessary clothing. But they do not even manage their money. How can they? Many of them never saw money, and have not the least idea of its value. Why deprive themselves of anything during the year? The only advantage they will acquire will be to learn, on the return of the courier (postman), that the books of York Factory contain so many *louis* to their credit.

Others, who have spent all their wages in fine clothes for themselves and their families, have a pile of pleasant and useful little things. In this they behold a fortune; money nor an account book is of any consideration.

I ask Your Honor's pardon for such details; but I do not consider them altogether useless. Whatever draws attention to the chain of circumstances in which the Métis are born is important, and which being multiplied, cannot but excuse them for faults with which they are reproached, nor be surprised that they are even as they are.

I could cite more than one tourist, who by their writings have contributed to make them be regarded in Canada and other places as a barbarous and savage people, incapable of culture or civilization, and who have left among the Métis and the Indians themselves a very sad idea of the morality of civilized people.

No, Sir; the Métis are not such as they would wish to make them appear—a barbarous people, incapable of culture. I think, on the contrary, that they merit all the sympathy of a good Government. Let it give them some encouragement and it will see if there is nothing to hope from them.

Lately, from possessing a mill which I had erected at Lac St. Anne, I strongly urged the farmers to cultivate well. "Assuredly!" they replied: "Your mill will be a great encouragement to us; we shall not now be reduced to eating our barley and wheat in soup." However, it is not so easy to cultivate as you appear to think; how shall we procure the necessary implements? It is needful to be rich here to get a plough. With what difficulty we get a hoe; and how many among us can have any when we want them?

In fact, the difficulty is serious; transport is so expensive that they cannot, except at great cost, procure the most indespensable articles of living. I know some families who each year plant a field of potatoes of a certain extent. It is a fortune to possess a hoe, the greater part of the work being done with sticks, fire-hardened, and yet they are not disheartened. To cultivate under such difficulties, in spite of very little success, evidently denotes a people who are not entirely wanting in energy.

I therefore venture, Sir, to pray you to take in hand the cause of these poor Métis, and that the Government will be good enough to do something to encourage farming among them, at least to those who exhibit such a willingness.

Everything is scarce and so difficult to get in this country that not only the Métis but strangers themselves can only vegetate. What, in fact, can a poor immigrant do, who arrives here nearly at the end of his finances? He must pay $20 for a bag of flour, $1 for a pound of tea, as much for a pound of tobacco, half a dollar for some needles and hooks, and everything in proportion.

We have boasted of our territory being called the garden of the north and the fertile belt. This does not prevent those who inhabit it from suffering, and those who will come from suffering still more.

To encourage agriculture it is not only necessary to procure farming implements at a low rate, but, as soon as possible, to have easy ways of transport for the actual necessaries of life.

There is another important amelioration to be made as soon as possible for the inhabitants of the country, and particularly for strangers and travellers—it is some help, at least, for the foundation of an hospital. The Métis, poor as they are, have generally a house, or that of their parents, but strangers, who fall sick, are absolutely devoid of help, and often die from misery and want of care.

Our Sisters of Charity perform impossibilities in receiving and nursing the sick of this class, but their house is overcrowded with children, and they cannot open it for the sick. That of the missionaries, which we called the Bishop's Palace, is not more disposable for a similar purpose. However, we often receive them ; and even now I am writing these lines by the side of a poor soldier, the victim of an accident. To receive them we have to inconvenience ourselves a good deal ; and it is not well the Sisters are obliged to come many times a day to care for them—and if another sick person should present himself, we would be unable to receive him. They talk of crossing our country with a railroad. That would be an appreciable benefit, much desired by everyone ; but how many of the operatives will be victims of accidents during those works, and to how many will it not be painful to be unable to offer an asylum where they can be received and receive intelligent care ? Our worthy religious orders are well disposed to make personal sacrifices ; but they will necessarily require the means wherewith to exercise their zeal, that is to say, a hospital either at St. Albert or near the Government fort. For such an establishment there are absolutely no funds.

In June, 1873, taking advantage of a trip to Europe, I passed through Ottawa, and had the honor of an interview with the Right Hon. John Macdonald and H. Langiven on the affairs of our country. In the month of September following I addressed a letter directly to His Excellency the Governor General of Canada. On my return from Europe I found a letter at St. Albert which His Excellency the Lieutenant Governor of Manitoba had caused to be written to me. According to that letter I had every reason to hope that my requests would be complied with. I attempted and caused steps to be taken ; but I am again reduced to hope ; and it is with the object of obtaining, through Your Honor, the realization of my hopes, that I address you this too long letter.

To advance the civilization of our population, all Métis and Indian, everyone is aware that schools are of the last importance. I was convinced that under the Government of Canada the encouragement of schools would be one of its first boons ; till now I have hoped in vain.

I now maintain with difficulty five schools :—1st. That at St. Albert has an attendance of 70 to 80 children, of both sexes, of whom a score of Métis and Indian orphans are wholly supported at the expense of the missior. Two of our ecclesiastics are exclusively engaged with these children, instructing them in French and English, and one Père Oblat is charged with the surveillance of the little boys not in the classes.

2nd. The school at Ile à la Crosse, although frequented by only 30 or 40 children, requires the same number of employés. Of these 30 to 40 children, 12 or 15 orphans or Indians are at the sole charge of the mission.

3rd. That at Lac la Biche, attended by 25 to 30 children, a Sister of Charity is alone in charge till now.

4th. That at Lac St. Anne, attended by the same number of children, also directed by one person.

5th. The school at Lac Caribou does not count more than 15 children, and is directed by a Père Oblat.

We have a 6th school at St. Laurent de Carlton. It was attended by 25 to 30 children during the day, and 12 to 15 young people at night. The missionary had to keep this school himself, and had partly to give it up, not being able to attend to his occupations.

Your Honor will comprehend that in a country like ours, where the religious men and women fail me, it is not easy for me to find anyone who will consent to keep school for the love of God alone.

Although the Oblats and the Sisters of Charity, who assist me in doing good in my diocese with a truly admirable devotion, only ask for the price of their labor the same salary as the Bishop himself, namely, food and clothing, yet in regard to charity alone I am often embarrassed to meet the expenditure. The schools alone do not cost me less than $2,000 to $3,000 each year. If the Government had paid, as it had led me to expect, $300 for each school attended by 25 children, even supposing it could not have given me anything for that at Caribou, being attended by only 15 children, without doubt the one at St. Laurent de Carlton would not have succumbed, and perhaps I might soon be able to establish superior schools, which would soon become indispensable to the country. Besides the schools, we have also orphan asylums. I have the advantage of having three in my diocese, where 50 children have been brought up, both Métis and Indian.

They speak of civilizing the Indians by making them cultivate. It may arise that the missionaries, by working with them, ploughing and making them plough their lands, may, in the course of time, reach some results, but they will be slow and inappreciable. Fifteen years' experience does not allow me to doubt that we can succeed in bringing up the little children. Many, doubtless, will not be able to receive a thorough education; but at least they can speak their Indian tongue, and getting accustomed to work, their savage life will be no longer possible. They can rank and mix with the Métis, with whom we marry them without much difficulty, and they will end, I doubt not, in forming good families, who will have no traces of the Indian but the blood. If, then, instead of three asylums for orphans, I had a certain number wherein I could admit all the little Indians they would give me, we would advance civilization.

Each child does not cost less than $100 per annum. Reduced, as we are, to acts of charity, I may say even to poverty, we can only, from the force of privation, do this work and sustain them in a small way. On this account we can only receive such children as would die without us—like the case of a little Blackfoot living with his mother, who, in a crisis, died of hunger, and whom a starving Indian would have eaten. Often we have to take in children who can never leave our establishment, such as the blind, the deaf and dumb, the lame and idiots. Such children cost us more, as we can never get rid of them. I am certain, Sir, that you can obtain indespensable assistance for us, not only to support this work, but to enlarge and extend it; with assistance from Government we could establish model farms, and convert into good cultivators children who would otherwise remain savage, and whom famine and the abuses of civilization would soon carry off.

Religion is not agitated here; we do not wish to make these children recluses or monks, but men of honor, who will be able to take part in society.

It is certain that such an enterprise can only be carried to a successful issue, and at the smallest cost, by religious bodies. I can rely on the devotion of the Oblats and the Sisters of Charity of the Grey Nuns of Montreal. If I could equally calculate on being recouped by the Government, I would proceed in advance.

These aids would be,—

1st. Vast concessions of land for such establishments.

2nd. Grants of money in proportion to the number of children brought up there.

3rd. A law giving us paternal authority over these children till the age of 20 or 22 for boys, and 15 to 18 for girls.

4th. I think there is something more required on the part of Government We cannot portion these children when they grow up. After leaving our establishments they can do nothing but engage in the services of some one richer than themselves.

If, when we marry them, we could procure them a farm, and the beginning of some farm movables, there is no doubt they would succeed, and become good settlers.

It would be necessary to accord a certain reserve of land beside each orphan asylum, or model farm, exclusively for these children, till they established themselves. They could not, of course, enjoy those advantages without certain conditions; and, moreover,would not be at liberty to sell their farms, but only to leave them to their children. These young married people, too, established beside the mission, could still be directed by it, and certainly they will require it. They will also have the advantage of the example of other settlers, and can, themselves, become an example to other children of the asylum, who, seeing the benefits accorded to their elders as a recompense for their assiduity, their economy and their good conduct; in a word, will, in their turn, be encouraged to act equally well. The better to succeed in our aim at civilization, it will be necessary to marry these children at least with Métis. The dower which will be allowed them at the time of their marriage will be an efficacious means of making them desired and sought after by persons more advanced in civilization.

Believe me, Sir, that I do not make this request with the view of increasing our influence, but with the sole object of being useful to these poor people, and to enable them to enjoy the benefits of civilization.

As regards those who are Indians, if the Government will make reserves in their favor I venture to beg that Your Honor will ensure that these reserves be composed of cultivable lands, and situated near fishing lakes.

In this way, besides cultivation, which will not amount to much, they will have two other means of living: hunting and fishing.

I ask pardon, Sir, for abusing your patience so long; but I still rest on what the brave Col. Jarvis told me of your indulgence.

I have shown you my mode of procedure to elevate the position of the inhabitants of this country.

More than twenty years of experience among them makes me believe that my plans are not bad.

I venture, then, Sir, to reiterate my requests; and to earnestly pray Your Honor to use all your influence to procure them for me.

1st. Before all, I ask some encouragement for the settlers.

The Catholic missionaries have done almost impossible things in this direction. They have, at different places, three mills. For the third time we have tried to erect one in the colony of St. Albert—behold more than £900 sterling, which we have sacrificed for it, and we are still uncertain whether we shall succeed. That the Government may on their part deign to do something to encourage agriculture.

2nd. Aid for a hospital—at least to construct it, and put it in a condition to receive the sick.

3rd. Aid for schools—the Government makes large outlay for education in all Canada; is our North West to be alone withheld assistance? It cannot be said that we require help less than other parts of the country.

4th. Aid for our orphan asylums, that we may increase these establishments, so as to be able to take in a greater number of little savages.

5th. Concessions of land for each orphan asylum or model farm.

6th. Reserves of land for the children thus brought up; and aid to help th em on to a little farm, once they are married.

7th. And lastly—that the reserves to be made over to the Indians be of arable land, and situated near fishing lakes.

I am really ashamed, Sir, of the length of my letter, which I have been obliged to write is haste, because I was sure of the opportunity which offered of its reaching you.

I wrote the lines close and tried so to economize my paper as to conceal my prattling. I have only succeeded in making it the more apparent.

Your Honor knows what babblers the Indians are. It is not surprising if I should resemble them, after living twenty one years amongst them. This letter, coming to

you, as it were, from a poor Indian, will, such as it is, be received and read by you indulgently. You will also, I am sure, take it into consideration and constitute yourself our advocate.

Receive in advance the assurance of my consideration, and be good enough to believe me, Sir,

Your Honor's humble and respectful servant,

† VITAL J., *Bishop of St.-Albert, O.M.I.*

To His Hon. the Very Honorable D. LAIRD, Minister of the Interior,
Ottawa.

(*Telegram from Battleford, N.W.T., to Col. Dennis.*)

OTTAWA, 28th June, 1878.

Half-breeds pressing me; will time of investigation be extended?

MATHEW RYAN.

(*Reply to telegram of 28th June, 1878, from Mathew Ryan, of Battleford.*)

Minister has subject under consideration and will probably authorize Mr. Duck, who has been appointed Dominion Land Agent for Saskatchewan, to investigate such claims. J. S. D.

(*Telegram from Battleford to Col. Dennis*)

OTTAWA, 24th June, 1878.

Observe Mr. Ryan's authority investigate half-breed claims under order fourteenth June, eighteen seventy-six (1876) lapsed; recommend time be extended one year; he is now here; applicants waiting answer.

DAVID LAIRD.

(*Reply to telegram of 24th June, 1878, from David Laird, of Battleford.*)

Will consult Minister on his return; expected this week, *in re* half-breed claims, and advise you forthwith. J. S. D.

MEMO. (on face of Donald Codd's letter of 16th March, 1877)—It is not necessary to look up parties who have claims; if they care for their interests, they will themselves come forward and establish their claims.—D. M.

DOMINION LANDS OFFICE, WINNIPEG, 16th March, 1877.

SIR,—I have the honor to submit for your consideration the enclosed communication from Mr. Police Magistrate Ryan, not considering that the matter is one coming properly within the sphere of my official duty.

Without offering, therefore, a recommendation in the matter, permit me to remark that it seems to me to be no part of the duty of the Government to compel, so to speak, the half-breeds to prove their claims.

A printed notice, in English and French, posted at the points usually frequented by them, to the effect that Mr. Ryan, at Swan River, and the agent of Dominion lands at Winnipeg, are still authorized to receive proof in the usual manner, ought, I submit, to be deemed a sufficient effort upon the part of the Government to secure to the half-breeds the benefits intended for them by law.

I have the honor to be, Sir, your obedient servant,

DONALD CODD, *Agent of Dominion Lands.*

The Surveyor-General, Dominion Lands, Ottawa.

SWAN RIVER, 3rd March, 1877.

DEAR SIR,—In the matter of my continuing the half-breed lands investigation, as the only official communication I hold on the subject is a telegram authorizing me to take the evidence of claimants who may come before me in the North-West Territory, would you kindly inform me, as soon as possible, whether it was the intention of the Department that I should put myself in communication with half-breed claimants by visiting the localities in which they reside, or that I should act in their behalf as they might casually come before me in the course of the discharge of my magisterial duties? If the latter were the intention, I fear that no early practical good can be effected. The greater number of the half-breeds of the different settlements can only be met at certain periods, before their departure to hunt, and after their return, and I am not aware at present at what period or periods I am likely to be engaged as a magistrate at these respective places. My apprehension is, that to trust to the coincidence of our thus meeting would be to defer the investigations indefinitely, and ultimately to cause many of the half-breeds and others in the territory the loss of the benefits intended for them by law. Would it not be well, therefore, for me to make special endeavors in their behalf during the coming seasons of spring and autumn? I can conveniently go to Lac Qu'Appelle in May, where, as I am advised by Mr. McLean, agent of the Hudson Bay Company, and by the Catholic Curé, the bulk of the half-breeds can be met between the middle of that month and the 10th or 15th of the next. And later I may be able to visit the Scotch settlement of Prince Albert, and the French of St. Laurent, and so on. I am not informed, either, as to the matter of expenses, but presume they are to be paid under authority of the Department of the Interior. Would you please instruct me on this head, and generally on the subject of the latter, at your earliest convenience, and believe me to be.

Very truly yours,

MATTHEW RYAN.

D. CODD, Esq., Winnipeg.

P.S.—I would require no secretary or assistant, and would otherwise be careful of cost.—M. R.

(*Telegram.*)

26th October, 1876.

To DONALD CODD, Winnipeg:

The Minister's request is authorized by special Order in Council, and Department of Justice reports former commission still in force. Half-breed allotment strictly confidential.

J. S. D.

(*Telegram from Winnipeg to J. S. Dennis.*)

OTTAWA, 25th October, 1876.

Ryan anxious to know on what authority he acts; he thinks old commission has expired. Is it intended to keep result of half-breed allotment strictly confidential?

DONALD CODD.

(*Telegram.*)

25th October, 1876.

To MATTHEW RYAN, Esq.:

The Acting Minister requests you, if willing to take such additional duty, to continue to take evidence of claimants to half-breed lands or to scrip who may come before you in North-West Territories. On reply forms will be sent.

J. S. D.

(*Telegram from Winnipeg to J. S. Dennis, Surveyor-General.*)

OTTAWA, 23rd October, 1876.

Ryan never received instructions referred to in your letter of 12th July. Important that he should be authorized to act by telegraph.

DONALD CODD.

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE.

OTTAWA, 19th June, 1876.

SIR,—I am directed by the Hon. the Minister of the Interior to inform you that representation having been lately made by His Grace the Archbishop of St. Boniface, to the effect that it would greatly facilitate the settlement of claims to half-breed land scrip in Manitoba if authority were issued to you to take evidence in relation thereto of claimants who had removed from the Province into the North-West Territories previous to the late sittings of yourself and Mr. Machar, as commissioners, and that you were willing to undertake such duty.

Acting upon the suggestion of His Grace, being desirious of removing, as far as possible, any further obstacles to the final settlement of these claims, the Minister has been authorized by an Order of the Privy Council to request you to continue to act as commissioner to take the evidence, in the usual form, of such claimants as may come before you for the purpose, at Swan River or elsewhere, where your duties as stipendiary magistrate may call you, in the North-West Territories, such authority, however, not to extend beyond two years from the date of the order, that is to say, the 14th inst.

The Minister will be glad to know whether you are willing to take upon yourself such additional duty as the Order in Council may involve.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS, *Surveyor-General.*

MATTHEW RYAN, Stipendiary Magistrate, Swan River Barracks, N.W.T.

DEPARTMENT OF THE INTERIOR, OTTAWA, 26th March, 1877.

SIR,—I have the honor to inform you that the Superintendent-General has had before him your letter of the 12th ult., covering an extract of a letter from Mr. James Walker, inspector of the North-West Mounted Police at Battleford, respecting disputes arising out of land claims at St. Albert and St. Laurent, and submitting your views in reference to the prosecution of the special survey in the Saskatchewan during the coming season.

The Superintendent-General desires me to enclose for your information a copy of a memorandum from the Surveyor-General, on the matters submitted in your letter, and to state that the Superintendent-General approves of the suggestions contained in the 1st, 2nd and 4th paragraphs of the memorandum of the Surveyor General, and has given instructions that they should be carried out.

In reference to the 3rd paragraph of the memorandum, I am to inform you that the Superintendent-General is inclined to concur in the view of the matter taken by the Surveyor-General, and will consider the propriety of giving effect to the same by legislation next year.

I have the honor to be, Sir, your obedient servant,

E. A. MEREDITH, *Deputy Minister of the Interior.*

His Honor D. LAIRD, Indian Superintendent, Livingstone, N.W.T.

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE,

OTTAWA, 14th March, 1877.

MEMORANDUM.—Referring to the despatch of His Honor the Lieutenant-Governor of the North-West Territories, dated the 12th ultimo, on the subject of surveys and

settlements on the Saskatchewan River, the undersigned has the honor to report as follows:—

1. The programme for the special survey party provides for the work being extended during the coming season, to intersect the Saskatchewan in the vicinity of the principal settlements on that river.

2. It is proposed, in all cases where settlements have been formed along the rivers in the Territories, to adopt the surveys of the farms accordingly, that is to say, giving an average (where practicable) of 10 or 20 chains frontage on the river and letting the lots run back far enough to make 160 acres each, the lines between lots (as a rule) to be made to conform to the direction of the section lines in the regular survey adjoining.

3. The question raised by His Honor the Lieutenant-Governor, as to the manner in which the claims of settlers may be adjusted who located upon lands in the North-West Territories previous to the transfer, involving, as it does, a question of policy, is for the Minister to consider. The undersigned would, however, in reference thereto, venture to express the opinion that land so settled on, without the same may possess exceptional value, owing to its situation, and had been taken up with a view to speculation, if the claimant shall have been constantly residing upon and cultivating it to a reasonable extent, should be granted free to the occupant. To give effect to such a policy, however, legislation would be required.

4. It is hoped that the arrangements proposed by the Assistant Surveyor-General for determining the precise longitude of Battleford this year will enable him to effect that object, on which the plot of the proposed site of the capital may be projected and such portion thereof laid out during the coming year as the Minister may deem expedient.

Respectfully submitted.

J. S. DENNIS, *Surveyor-General.*

Hon. the Minister of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 12th March, 1877.

MEMORANDUM.—The accompanying despatch of His Honor the Lieutenant-Governor of the North-West Territories, transmitting extract of letter from Mr. Inspector Walker, M. P. F., respecting disputes as to land claims at Prince Albert and St. Laurent, is submitted for the report of the Surveyor-General.

By order.

E. A. MEREDITH, *Deputy Minister of the Interior.*

The Surveyor General.

SWAN RIVER, NORTH-WEST TERRITORIES, 12th February, 1877.

SIR,—I have the honor to transmit herewith extract of a letter from Mr. James Walker, Inspector of the North-West Mounted Police at Battleford, respecting disputes arising out of land claims at Prince Albert and St. Laurent.

The subject is one materially affecting the prosperity of these and other settlements in the Territories. I should hope, therefore that the labors of the Special Survey Party will be continued in the ensuing summer, and that points may be fixed which will enable the surveys to be prosecuted along the Saskatchewan where settlements exist or may soon be formed.

It appears to me that where there are settlements along the river, a system of survey similar to that adopted on the Red and Assiniboine rivers will have to be conceded. Settlers should be allowed their frontage on the river, the lines running back so as to give them on an average of 160 acres each.

There is another question which will doubtless present itself. Should settlers who have located before the transfer be obliged to enter their lands under the homestead provision of the Dominion Lands Act, and consequently be required to wait three years after the survey before they receive their patents such a requirement would seem to be harsh to those who have been many years in the country.

I need scarcely remind you, also, in connection with the surveys, that unless Battleford town plot is laid off next spring, the delay will seriously retard the growth of the intended capital of the Territories.

I have the honor to be, Sir, your obedient servant,

D. LAIRD.

The Honorable the Minister of the Interior, Ottawa.

(*Extract.*)

"CARLTON HOUSE, 29th Dec ember, 1876.

"SIR,—I have the honor to report for your information that I have been called upon several times this winter by settlers from Prince Albert mission, in reference to disputes they have with their neighbors concerning cutting wood on each other's claims and encroaching on each other's lands, but as no survey has yet been made of the disputed lands, it is impossible for me to give any satisfactory answer as to how these disputes are to be settled, or when a survey will be made. I beg leave to recommend most strongly that a survey be made of this and the St. Laurent settlement, which is in a like position, at as early a date as possible, as it will save many disputes and much ill-feeling in the future. Prince Albert settlement has at present about one hundred and fifty families, and is being largely increased every year by settlers from Manitoba and the older Provinces. * * *

"I have the honor to be, &c.,

"JAMES WALKER, *Inspector E, Division, N W. M.P.*

"To His Excellency Hon. DAVID LAIRD,
"Lieutenant-Governor North-West Territories, Swan River."

OTTAWA, 27th December, 1877.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 71, of the 19th ultimo, covering a petition presented to you at the Blackfoot Crossing of the Bow River on the 22nd September last, by certain half-breeds of the south-western portion of the North-West Territories, praying, for the reasons set forth in the petition, that assistance be given them in agricultural implements and seed, and also transmitting a copy of your reply.

Your despatch with its enclosures will be brought under the notice of the Minister of the Interior on his return to the seat of Government.

I have the honor to be, Sir, your obedient servant,

E. A. MEREDITH, *Deputy Minister of the Interior.*

His Honor the Lieutenant-Governor of the N.W. Territories,
Battleford, N.W.T.

GOVERNMENT HOUSE, BATTLEFORD, 19th November, 1877.

SIR,—I have the honor to transmit to you, to be laid before His Excellency the Governor General in Council, a copy of a petition presented to me at the Blackfoot Crossing of the Bow River on the 22nd September last, by certain half-breeds of the south-western portion of the North-West Territories.

This petition sets forth the destitute condition of these half-breeds, and prays that they may receive some assistance from the Government in procuring agricultural implements and seed, to enable them to commence farming. Their case is deserving of favorable consideration, inasmuch as though they have a large admixture of Indian blood, and have been living, in a great measure, like Indians, yet they have not been admitted into the Indian treaties. I, at least, deem it my duty to bring their petition under the notice of the Hon. the Privy Council, as it

appears to me that if any help is afforded them it can only come through the Dominion Parliament.

I likewise transmit a copy of my reply to the said petition.

I have the honor to be, Sir, your obedient servant,

DAVID LAIRD, *Lieutenant-Governor North-West Territories.*

Hon. the Minister of the Interior, Ottawa.

BLACKFOOT CROSSING, 19th September, 1877.

HONORABLE SIR,—It is with sentiments of intermingled hope and fear that we, the undersigned, your petitioners, approach you to-day. It is to claim your kind sympathy and help in our present deplorable circumstances that we undertake to present you this paper, and to that end we will briefly state our reasons, to which we humbly pray Your Excellency would give the kindest consideration. Before the year of the small-pox, 1870, memorable for its disastrous effects on the native population of this country, we, your petitioners, although not rich, were, however, in comfortable circumstances. We had small homes of our own near Edmonton, and cultivated the soil more or less. Hunting was plentiful, and we were encouraged by the Hudson Bay Company to follow it as much as possible, because their only interest in the country was the fur trade. They were the only merchants amongst us, and this unique interest prevented them from giving any encouragement to the husbandman, and consequently from bringing farming implements for sale, except very few, which were sold at such an enormous price that the poor man could not think of buying them. Thus, Hon. Sir, the only encouragement to farming was given by the ministers of the different denominations in our country, and their means also were limited. It was by their advice and assistance that we took to farming as much as our poverty would allow us. Our little gardens, our few cattle and the produce of our hunt supplied us with plenty, and we were happy. But the year 1870 came, that year so terrible to remember, in which the dire malady decimated the whole population, and following in its wake was famine. This combination of evils ruined us, driving us from our homes and compelling us to lead an entirely nomadic life, as the Indians on the plains. Since that time we have had nothing to depend upon but our guns. The game we kill feeds ourselves and our families, and the furs we gather are our only money wherewith to buy clothing, and God knows we do not see how we are to rise above our present condition. It is on this account, Hon. Sir, that we now appeal to the charity you bear towards all your subjects. We hail your arrival as the opening of a new and better era for us all. We humbly approach you to-day and beg you to help us. The help we implore is farming implements and seed to begin with. We want to settle and till the land, but we have no capital—nothing at all to start with. Also, Hon. Sir, we beg that the game laws be not too stringent, until such time as we have something else to subsist on; otherwise we shall be unable to live.

Will Your Excellency give these things the kindest consideration?

In conclusion, Hon. Sir, we, the half-breeds, your petitioners, welcome you to this country and wish you many years of happiness and prosperity, whilst we sign ourselves the devoted and humble subjects of Her Majesty the Queen and the most obedient servants of her delegate.

John Munro,
Francis Munro,
Baptiste Anas, sen.,
Isaac Dangon,
François Deschamps,
Baptiste Deschamps,
Narcisse Cardinal,
Richard Collin,
Henry Collin,
Jean Baptiste Dumont,
Paul Fayant,
François Larocque,
Baptiste Deschamps, sen.,
William Campion,
James Ward,
Basile Favel,
Francis Vandal,
Antoine Godin,

Michel Grey,
Magloire Grey,
Alexis Bellecourt,
Basile Lawrence,
Johnny Lawrence,
Joseph L'Hyrondelle,
Francis Semyre,
Pierre Boucher,
Joseph Bellecourt,
Louison Boucher,
Jules Boucher,
Baptiste Anas, jun.,
Louis Rouselle,
Roger Paul,
Alexis Bruno,
Thomas Cameron,
Pierre Nadon,
Alexandre Petitcouteau,
Joseph Deschamps,
Johnny Deschamps,
Louis Rouselle,
Joseph Allard,
Augustin Goin,
Edward Boucher,
Daniel Dagnon.

Hon. D. LAIRD, Lieutenant-Governor of the North-West Territories.

Messrs. John Munro, Francôis Munro, Baptiste Anas, sen., and other Half-breeds in the Western portion of the North-West Territories.

GENTLEMEN,—I am much pleased with the respectful tone of your petition, and cannot but feel that sympathy for you in your circumstances which you claim.

Doubtless the small-pox visitation of 1870, to which you allude, tended to drive you from your homes, and to induce you to lead an entirely nomadic life, as the Indians on the plains. Several years, however, have elapsed since that calamity occurred, and it is to be regretted that ere the buffalo became so thinned in number by their promiscuous slaughter at all seasons, you had not endeavored to resume the cultivation of the soil.

The help for which you pray, to be assisted with implements and seed to begin farming, it is not in my power to promise. I shall, however, forward your petition to the Government at Ottawa, with a recommendation that it may receive the favorable consideration of His Excellency the Governor General in Council.

With respect to the game law in force in the Territories, I may state, in reply to your request, that for the approaching winter, until its provisions become more generally known, it is not the intention of the authorities to be very stringent in enforcing its penalties.

It affords me much pleasure to learn that you desire to settle and cultivate the land. Such a course is the true one for you to pursue, and until the crops and stock you may be able to raise are sufficient for your support, the privilege of hunting buffalo three months every autumn will enable you to lay in a winter's stock of provisions.

I can assure you that the Government feel a kindly interest in your welfare, and it is because they desire to see you enjoying the full franchise and property rights of British subjects, and not laboring under the Indian state of pupilage, that they have deemed it for the advantage of half-breeds themselves that they should not be admitted to the Indian treaties.

In conclusion, I tender you my sincere thanks for so kindly welcoming me to this country, and for wishing me many years of happiness and prosperity.

I am, Gentlemen, yours respectfully,

DAVID LAIRD, *Lieutenant-Governor North-West Territories.*

BLACKFOOT CROSSING OF THE BOW RIVER, 22nd September, 1877.

DEPARTMENT OF THE INTERIOR, OTTAWA, 22nd February, 1878.

MEMORANDUM.—Respectfully referred for the consideration and instruction of the Minister.

J. S. DENNIS, *Surveyor-General.*

Hon. the Minister of the Interior.

PRINCE ALBERT, NORTH SASKATCHEWAN.

SIR,—I beg to enclose petitions from the settlers of Prince Albert.

I have the honor to be, Sir, your obedient servant,

HENRY STEWART MOORE.

Hon. the Minister of the Interior.

PRINCE ALBERT, NORTH-WEST TERRITORY, 15th January, 1878.

To the Hon. the Minister of the Interor, Ottawa, Canada:

SIR,—We, the undersigned settlers and residents of the settlement of Prince Albert, in the North-West Territory, would beg most earnestly to draw your attention to the urgent necessity of immediate survey of the lands in this locality, and also the locality of the different Indian reserves.

The settlement numbers at present from one thousand to twelve hundred souls, which is rapidly increasing, and has harvested during the past season over twenty-five thousand bushels of grain. Disputes are daily arising between settlers with regard to locations and their boundaries; also between settlers and Indians, with regard to trespassing on their so-called reserves.

We have the honor to remain, Sir, your obedient servants,

C. F. Young,
H. S. Moore,
Hiram Losee,
L. A. Reid,
C. A. Badgley,
C. Ward,
Thomas McKay,
Wm. Hodgson,
Alex. McBeath,
George Robins,
Ernest E. Wood, Incumbent St. Mary's Church,
Wm. Miller,
Philip Turner,
John McKenzie,
Thomas Manley,
Alexander Landorm,
Michael Canny,
Harry A. Reid,
Albert Scott,
J. M Coombs,
H. W. McKenny,
J. Honeysell,
Alex. McBrath,
W. S. Gunn,
R. J. Pritchard,
J. W. Hurd,
J. Allwart,
J. Sanderson,
Wm. Sanderson,
Wm. Sanderson,
J. C. McGown,
J. Sanderson,
J. Bird,
J. E. Sanderson,
Thomas Scott,
Angus Cameron,
William Huston,
John Whitford,
E. Johnston,
J. Mackie,
James Garson,
Alex. Robertson,
John Soomey,
C. T. Whiteford,
J. Beeds,
S. Whiteford,
Alexander Whiteford,
Henry Monkman,
Wm. Morris,
T. A. Rannea,
J. H. Anderson,
Charles Whitford,
J. E. Whitford,
John M. Anderson,
D. Anderson,
Thomas Sanderson,
Thomas Miller,
J. Bruce,
Dan Cameron,
M. Bingham,
C. McNab,
George Robertson,
J. Robertson,
J. Wards,
Murdo McLean,
Donald McLeod,
George Furdlia,
Charles Shaver,
J. McRea,
Joseph McFarland,
Wm. Cameron,
John Robertson,
Wm. Hudson,
Thomas Pawns,
J Gray,
George Lee,
James Robertson,
Murdo McRae,
Wm. Anderson,
A. McKay,
A. Stewart,
M. Kelly.

(*Translation.*)

To the Hon. the Lieutenant-Governor of the North-West Territories:

The humble petition of the undersigned French Canadians and half-breeds of St. Albert in the North-West Territories.

Information having been given to them that a petition had been signed by the half-breeds of St. Laurent, on the 1st February last, they also respectfully show:

That the population of the North-West Territories is mostly composed of French half-breeds, without any stipendiary magistrate understanding or speaking their language and without any person of their own origin to represent them in the deliberations of the Council of the North-West Territories. It is therefore resolved that an humble petition be addressed to His Excellency the Governor General, praying that the two members of the Council remaining still to be appointed under the authority of the Act of 1875 and its amendments, be selected from the old residents of French origin, and in order to give full and entire justice to the nationality of your petitioners, that the nomination of a stipendiary magistrate, equally of French origin, be proceeded with.

That with a view to promoting the interests of education, by the establishment of schools in the principal centres of the Territories, a grant of five dollars ($5.00) per pupil be allowed, to the amount of two hundred dollars ($20 .00). This amount, added to the voluntary subscriptions, will permit, in more than one place, the erection and the opening of schools, the creation of which, without it, would be indefinitely retarded.

That all the heads of families of half-breeds and their children who have not participated in the distribution of scrips and lands in the Province of Manitoba be allowed such like scrips and grants of lands as were allowed in the said Province (at least that bush land be granted to them).

That it is of the greatest importance that the Government cause to be surveyed, with as little delay as possible, the lands occupied and cultivated by the half-breeds or old residents of the country, and that patents for the said lands be granted to them.

That the sudden transition from prairie to agricultural life, necessitated by the rapid disappearance of the buffalo, and the Orders in Council of the North-West Territories, as regards hunting, have brought your petitioners to their last resources, and compels them to address themselves to the Federal Government to obtain therefrom assistance in agricultural implements. Those instruments, excessively scarce, are only sold here at prices so exorbitant that your petitioners are for the most part unable to procure any.

That His Honor the Lieutenant-Governor of the North-West Territories be respectfully requested to submit the said petition to His Excellency the Governor General in Council, with such remarks as his good wishes for the welfare and prosperity of the country may dictate to him.

And your petitioners will never cease to pray.

(For signatures, see original.)

DEPARTMENT OF THE INTERIOR, OTTAWA, 17th May, 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 54, of the 10th ultimo, covering a petition from certain French Canadians and half-breeds near Edmonton, on the subject of various matters affecting their interests in the North-West, and am to state, for the information of the petitioners, that their petition will receive consideration in connection with the petition of the half-breeds of St. Laurent, transmitted with your despatch of the 13th February last, which is now before me.

I have the honor to be, Sir, your obedient servant,

DAVID MILLS, *Minister of the Interior.*

His Honor the Lieutenant-Governor of the N.W. Territories,
Battleford, N.W.T.

GOVERNMENT HOUSE, BATTLEFORD, N. W. T., 10th April, 1878.

SIR,—I have the honor to transmit to you, for the purpose of being laid before His Excellency the Governor General in Council, a petition of certain French Canadians and half-breeds of St. Albert, near Edmonton, in the North-West Territories, relating to matters which they desire to be brought under the attention of the Dominion Government.

It is unnecessary for me to offer any remarks on this petition, the prayer of which is almost precisely in similar terms to the one covered by my despatch, No. 47, of the 13th February last.

I have the honor to be, Sir, your obedient servant,

DAVID LAIRD, *Lieutenant-Governor of the N. W. T.*

Hon. the Minister of the Interior, Ottawa.

OTTAWA, 13th May, 1878.

Referred to Surveyor-General for brief report on paragraph 5 and 6 in the accompanying despatch of His Honor the Lieutenant-Governor of the North-West Territories.

By order.

E. A. MEREDITH, *Deputy Minister of the Interior.*

The Surveyor-General.

MEMORANDUM.—The undersigned has the honor to state that the several subjects affecting Dominion lands, alluded to in the despatch of the Lieutenant-Governor of the North-West Territories, dated the 13th February last, it is intended shall be discussed between Mr. Lindsay Russell and the Lieutenant-Governor of the Territories, during Mr. Russell's visit to the Saskatchewan, in the course of the ensuing season, the result of which discussion will be fully reported by Mr. Russell, upon which such action may be taken in the way of legislation or otherwise as the Minister may deem most expedient to effect the settlement of the several questions alluded to.

Respectfully submitted.

J. S. DENNIS, *Surveyor-General.*

OTTAWA, 18th March, 1878.

Submitted for the consideration of the Hon. the Minister of the Interior.

E. A. MEREDITH.

DEPARTMENT OF THE INTERIOR, OTTAWA, 18th March, 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 47, of the 13th ultimo, covering a petition addressed to you by certain half-breeds of the parish of St. Laurent, relating to several matters affecting the interests of the half-breeds in the North-West.

2. You are requested to inform the petitioners that I shall have much pleasure in submitting their petition for the consideration of His Excellency the Governor General in Council.

3. In the meantime, you may intimate to the petitioners that should it be thought desirable to appoint additional members to the Council of the North-West, I shall be prepared to recommend to His Excellency's consideration their application that such members should be selected from the old residents in the Territories, and that if possible one of them should be of French Canadian origin.

4. The propriety of passing an Act to secure for the half-breeds some more speedy means of acquiring a title for settlement purposes than under the provisions of the present Homestead and Dominion Lands Act, has for some time past engaged my attention.

5. As regards the application of the petitioners for an early survey of the settled lands along the principal rivers, I have to request you to inform the petitioners that the surveys of such lands has already been carried out to some extent, and will be prosecuted as rapidly as the funds at the disposal of the Department will permit.

6. The application of the petitioners to be aided by the Government with seeds and agricultural implements in their farming operations I confess I am not disposed to view favorably. I do not see upon what grounds the half-breeds can claim to be treated in this particular differently from the white settlers in the Territories.

7. The half-breeds, who have, in some respects, the advantage over new settlers in the Territories, should be impressed with the necessity of settling down in fixed localities, and directing their energies towards pastoral or agricultural pursuits, in which case lands would no doubt be assigned to them in the same way as to white settlers. But beyond this, they must not look to the Government for any special assistance in their farming operation.

8. The petitioners are in error in supposing that the Government has given seeds or farming implements to any other class of white settlers in the North-West. Money has been advanced in some cases to certain settlers, on the distinct understanding that it would be repaid to the Government by the parties to whom it was advanced. I may add that the result of this experiment has not been such as to induce the Government to repeat it.

I have the honor to be, Sir, your obedient servant,

DAVID MILLS, *Minister of the Interior.*

His Honor the Lieutenant-Governor of the N. W. T., Battleford, N. W. T.

GOVERNMENT HOUSE, BATTLEFORD, N. W. T., 13th February, 1878.

SIR,—I have the honor to transmit herewith a petition of certain half-breeds of St. Laurent, relating to several matters affecting their interests in this country.

Though the petition is addressed to the Lieutenant-Governor of the North-West Territories, yet as it refers to questions for the most part wholly under the control of the Dominion Parliament and Government, I am requested to forward it to His Excellency the Governor General in Council.

I hope you will have the goodness, at an early day, to lay it before His Excellency in Council.

Should it be the intention of the Government to appoint any additional members to the Council of the North-West Territories, the prayer of the petitioners that such should be selected from the old residents of the country is well worthy of consideration.

It is important that the land policy of the Government towards old settlers and others living for many years in the Territories should be declared. It appears to me that they have a claim to some more speedy means of acquiring a title for settlement purposes than the homestead provisions of the Dominion Lands Acts.

To prevent disputes between neighbors, it is highly desirable that the survey of lands settled upon along the principal rivers should be prosecuted with all convenient speed.

With respect to the prayer for assistance in procuring seeds and implements to commence farming operations, it is similar to the request made to me by the half-breeds of Bow River during the Blackfeet treaty negotiations, and which I forwarded to you and commended to the favorable consideration of the Government.

I have the honor to be, Sir, your obedient Servant,

DAVID LAIRD, *Lieutenant-Governor North-West Territories.*

Hon. the Minister of the Interior, Ottawa.

To His Honor the Lieutenant-Governor of the North-West Territories :

The humble Petition of the undersigned half-breeds of the parish of St. Laurent, in the North-West Territories, respectfully showeth :—

That on the 1st February instant, in public meeting assembled, in the said Parish of St. Laurent, under the chairmanship of Mr. Gabriel Dumont, Mr. Alex. Fisher acting as secretary, the undersigned, your petitioners, resolved as follows :—

That the population of the North-West Territories is for the greater part composed of French half-breeds, without any stipendiary magistrate understanding and speaking the language, and without any person of their race to represent them in the proceedings of the North-West Council; be it therefore resolved, that a petition be forwarded to His Excellency the Governor General, praying that the two members of the Council remaining to be appointed under the authority of the Act of 1875 and its amendments, be selected among the old residents of the country, and that at least one be a French half-breed, and that in order to render full and entire justice to the nationality of your petitioners, steps may, without further delay, be taken for the appointment of a person of French origin as a stipendiary magistrate;

That in order to promote the interests of education, by the establishment of schools in the leading centres of the Territories, a grant be made of $5 per child, up to the sum of $200; that sum added to the proceeds of voluntary subscriptions will enable schools to be built and opened up in many places where the opening of schools would otherwise be indefinitely delayed;

That there be granted to each half-breed head of a family, and to their children, who have not participated in the distribution of scrip and lands in the Province of Manitoba, a like amount of scrip and like land grants as in Manitoba;

That the sudden transition from prairie to agricultural life, necessitated by the rapid disappearance of the buffalo, and the ordinance respecting hunting, of the North-West Council, have brought your petitioners to their last resources, and force them to apply to the Federal Government for assistance in agricultural implements and seed grain, like assistance having been granted to certain foreign immigrants in the Province of Manitoba. Those instruments, besides being excessively scarce, are only sold here at prices so exorbitant that it is impossible for your petitioners to procure them; if, therefore, the Government were unable to grant this help, many of your petitioners, however willing they might be to devote themselves to farming, would be compelled to betake themselves to the prairies, at the risk of infringing the ordinance providing for the protection of the buffalo, however just it may be, since the time during which hunting is permitted is too short and the buffalo now too scarce to enable them to lay in a sufficient supply and provide for their own needs and those of their families during the rest of the year;

That His Honor the Lieutenant-Governor be respectfully requested to submit the said petition to His Excellency the Governor General in Council, with such remarks as his good wishes for the welfare and prosperity of the country may suggest to him.

And your petitioners will ever pray.

his
GABRIEL x DUMONT, *Chairman.*
mark.
ALEX. FISHER, *Secretary.*

St. Laurent, 1st February, 1878.

Department of the Interior, Dominion Lands Office,
Ottawa, 23th February, 1878.

Memorandum.—The within petition is respectfully referred for the information and instructions of the Minister.

J. S. DENNIS, *Surveyor-General.*

Hon. the Minister of the Interior.

OTTAWA, 23rd February, 1878.

SIR,—I have the honor to acknowledge the receipt of a petition numerously signed, addressed to His Excellency the Governor General, praying that the lands at and in the vicinity of Prince Albert settlement may be surveyed at an early day; also that provision may be made for an issue of scrip to the half breeds and old settlers in the Territories, similar to that made to these classes in Manitoba.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS, *Surveyor-General.*

Capt. MOORE, Prince Albert, N.W.T.

To His Excellency the Governor General of the Dominion of Canada in Council Assembled:

The petition of the undersigned settlers and residents at Prince Albert settlement, in the North-West Territories of the Dominion of Canada, humbly represents:

1. That the population of this settlement now numbers between one thousand and twelve hundred souls; that new settlers are constantly coming in, even during the winter season, and that a greatly increased immigration is certain to take place upon the opening up of navigation and other routes of travel in the spring.

2. That the proceeds of the last harvest amount to over 30,000 bushels of grain; and that this yield will, with a usual season, be more than doubled next summer.

3. That many disputes and disagreements are now arising among the settlers, concerning alleged encroachments upon each other's boundaries, which disputes are undoubtedly certain to increase in number and bitterness with the increase of settlement.

4. That these difficulties are owing entirely to the absence of legally constituted boundaries and surveys, the want of which not only leaves the settler open to trespass, but also retards farmers from settling in desirable localities.

5. That with a view to the foregoing facts, it is most desirable and indeed urgently necessary that surveys of this settlement and the neighboring localities be made at an early day.

Wherefore we humbly pray that Your Excellency will cause a sufficient sum of money to be set aside for that purpose, and that instructions may issue to competent persons to complete said surveys and establish our boundaries during the ensuing summer.

6. Your petitioners, in conclusion, humbly represent that considerable portions of the lands at present occupied on the Saskatchewan River in this settlement were settled upon before the transfer of the North-West Territories to the Dominion of Canada, and in the manner customary at that period, viz: in a narrow frontage and a depth of two miles.

That the houses and other improvements of many of the settlers are situate upon these claims so taken.

Wherefore your petitioners humbly pray that Your Excellency will, when instructions are issued to the Dominion Surveyors, reserve the same rights and privileges to the aforesaid old settlers and pioneers of this settlement as were reserved to the old settlers in the Province of Manitoba.

Lastly, your petitioners would humbly represent that whereas a census of the half-breeds and old settlers was taken in the Province of Manitoba shortly after the organization of that Province, with a view to the distribution of scrip, &c, said scrip having since issued to the parties interested, and whereas, at the time this census was taken many half-breeds, both minors and heads of families, resided in the Territories and were not included in the said census.

Your petitioners would humbly represent that their rights to a participation in the issue of half-breed or old settlers' scrip are as valid and binding as those of the half-breeds and old settlers of Manitoba, and are expected by them to be regarded by the Canadian Government as scrupulously as in that Province. And with a view

to the adjustment of the same, your petitioners would humbly request that a census of said half-breeds and old settlers be taken, at as early a date as may conveniently be determined upon, with a view to apportioning to those of them who have not already been included in the census of Manitoba their just allotments of land and scrip.

George McKay,
Harry C. Denny,
Joseph Segarrach,
Joseph McLeod,
Andrew Flitt,
James McKay, sen.,
John McDonald,
John Beemer,
J. Lestock Reid,
John C. McIntyre,
Edward Spencer,
Robert Harper,
James A. Barker,
Philip Turner,
Alexander McBrath,
G. P. Lee,
Thos. Taylor, jun.,
Joseph Finlayson,
Thos. McKay,
Eugène Provencher,
James Stevenson,
John Turner,
Muroch McRae,
James McArel,
Harry A. Reid,
Peter Work,
P. J. McDermott,
Charles Whitford,
C. A. Whitford,
J. E. Whitford,
H. C. Whitford,
Jeremiah Whitford,
Thomas Whitford,
Simon P. Whitford,
James Whitford,
Alexander Whitford,
Archibald Whitford,
Edwin Whitford,
W. C. Anderson,
J. M. Anderson,
David Anderson,
Thos. D. Anderson,
William Sandson,
William Sandson,
George Sandson,
George Juner,
Handery Howes,
John Whitford,
James Sandson,
William Bourd,
Peter Hourie,
William Spencer, jun.,
Arthur H. Spencer,
Alex. Rupert Spencer,
Edward Spencer,
David Cameron,
Joseph Halwel,
Jacob Beads,
John Marceill,
James Inkster,
J. Honeysill,
Thomas Hourie,
William Inkster,
Charles George Bird,
W. W. Clarke,
T. Beads,
Thomas Corrigan,
John Whitford,
Nicholas Reid,
Samuel J. Cook,
Alex. Campbell,
Wagnos Whitford,
William Robertson,
James Beads,
John Beads,
David Marceill,
Geo. Robinson,
William Hodgson,
William Robinson,
George Whiteford,
C. Negurson,
Alex. Prudens,
Edward Albert Hourie,
Samuel Hourie,
Charles Thomas Whitford,
Simon Whitford,
James Whitford,
Cory Whitford,
Fred. Whitford,
John Beads,
Colin Whitford,
John Hourie,
John Henderson,
Alex. Robertson,
Watogalie,
Henry Hourie,
John James Beads,
George Whitford,
John Charles Whitford,
James Whitford,
James F. Anderson,
Bernard Brensler,

Thomas T. Hourie,
Alexander Hourie,
Edwin J. Hourie,
C. Mein,
James Drearer,
Robt. Inkster,
R. Deacon,
H. W. McKenny,
George Sutherland,
James Isbister,
H. H. Bartlett,
Rock McIvor,
John McKay,
G. E. Mills,
George McBeath,
David Ballentin,
J. M. Coombs,
H. N. Oldham,
A. G. Sutherland,
Wm. McDonald,
Thomas Powell,
William Spencer, ser.,
John A. Spencer,
Robert Umpherville,
John Umpherville,
Jeremiah Umpherville,
Malcom Umpherville,
Zaccheus Umpherville,
John Umpherville,
John Turner,
Peter Turner,
George Goodfellow,
James Goodfellow,
Joseph Thomson,
Philip E. Thomson,
William McBeath,
William Spencer,
Henry Erasmus,
Ernest Edward Wood,
Incumbent St. Mary's Church,
Hiram Gosee,
R. J. Pritchard,
George Forneret, B.A.,
Church of England Missionary,
J. B. Woods,
Richard Mare,
J. W. Hurd.

DEPARTMENT OF THE INTERIOR, OTTAWA, 20th November, 1878.

SIR,—I have the honor to acknowledge to receipt of your despatch, No. 66 on 122, of the 30th September last, covering a petition numerously signed by half-breeds, usually resident in the vicinity of Cypress Hills, praying that a reserve of land and other advantages may be granted to them, accompanied by a resolution on the same subject, passed by the Council of the North-West Territories at the session which closed on the 2nd August last.

Your despatch, with its enclosures, will be brought under the consideration of the Right Hon. the Minister of the Interior, on his return to the seat of Government.

I have the honor to be, Sir, your obedient servant,
J. S. DENNIS, *Deputy Minister of the Interior.*

His Honor the Lieutenant-Governor of the North-West Territories,
Battleford, N.W.T.

GOVERNMENT HOUSE, BATTLEFORD, N.W.T., 30th September, 1878.

SIR,—I have the honor to transmit to you a petition numerously signed by half-breeds, usually resident in the neighborhood of Cypress Hills, praying that a reserve of land and other advantages may be granted to them, together with a resolution relative to said petition, passed by the Council of the North-West Territories at its legislative session which closed on the 2nd of August last.

I feel it my duty to ask you to urge upon the Dominion Government the necessity of taking early action with respect to the claims set forth by the half-breeds of the Territories, either in the direction indicated by the resolution of the North-West Council or in such other manner as the Government may deem meet.

The half-breeds of Manitoba (the heads of families as well as the children) having received either scrip or land, I may remark that from what information is within my reach I have no doubt the half-breeds of the Territories, who think they have as good a claim to consideration as their compatriots in Manitoba, will be very much dissatisfied unless they are treated in a somewhat similar manner.

I have the honor to be, Sir, your obedient servant,
DAVID LAIRD, *Lieutenant Governor North-West Territories.*

Hon. the Minister of the Interior, Ottawa.

To the President and the Honorable Members of the Privy Council of the North-West Territories:

The humble request of the undersigned, all half-breeds, living in the vicinity of Cypress Mountains, exposes very respectfully,—

1st. For a number of years we have always been in the habit of roaming over the prairies of the North-West for the purpose of hunting, above all other animals, the buffalo, thereby sustaining our families.

2nd. That the hunting of buffalo is the only means of subsistence in this part of the Province.

3rd. That before the arrival of the North-West Mounted Police, who came to put in force the laws and tranquilize the various Indian tribes; they had to defend themselves all alone against the continued attacks of the savages, and often had to spill their blood in procuring food for their children.

4th. That the chase of the buffalo is to-day, for your petitioners, the sole and only means of subsistence, and their last resource in obtaining food for their wives and children.

5th. That your petitioners have ever entertained a high respect for the civil and military authorities sent thither by the Government, and that they will always hold the same sentiments of submission to the laws, that it may please your excellent body to pass from time to time, with a view to the peace and prosperity of the Province.

6th. That the majority of us, upon the cession of the Province to the Canadian Government, were temporarily absent, and were thereby deprived of the benefits of the scrip given to those half-breeds who were, at that time, present in the Province.

7th. That last year your Council, having passed a certain regulation relative to the hunters in the North-West Territory.

8th. That by this same regulation, the half-breeds are prevented from hunting from the 14th day of November in each year.

9th. And also that the Indians are only restrained from the 15th day of February in each year, or three months later.

10th. That the period of this prohibition is actually the very time when the animal produces the most benefit: in the first place, the meat of the cow being then only fit for food; secondly, the pelt being then in season to make the best robes, and the one commanding the highest price in the market.

11th. That the half-breeds, by this law, are placed in a critical and embarrassing situation, as they find themselves deprived of their only possible means of supporting families.

12th. That they see no reason why you will not accord to them at least the same privileges that are granted the Indians, regarding the chase.

13th. That the greater part of us have, no more than the Indians, the ability to amass sufficient provision for five or six months in advance.

For these reasons, your petitioners ever humbly pray your Council to take into consideration the critical position in which they are placed by your Order of last year concerning the buffalo; and having judged of the rectitude of their intention, and of the delicate position in which so many families will be placed by the execution of this law, they ask you to amend the clause referred to above, granting them the same rights and privileges that are allowed the Indian, in regard to the hunting of buffalo in the North-West Territory.

2nd. Considering the desire that your petitioners have of adopting a life more conformable to a true civilization.

Considering that, according to the actual habits and ordinary disposition of the half-breeds in general, it is impossible for them to form any congregation profitable to their families among the white emigrants who are establishing themselves in the North-West Territory.

That it may please your Council to obtain for the undersigned a section of land, for a special reserve, perpetual and inalienable, upon which they can establish themselves in a permanent manner, and fix their families, to the exclusion of all whites,

except such employees as the Government shall find proper to send there, according to the needs of the population.

3rd. Your petitioners would respectfully represent to your Council their desire to have defined the situation and limit of the reserve above mentioned, as follows :—

Commencing at a point upon the international line, where crossed by the Pembina River; thence running west along said line, 150 miles; thence at right angles, north, 50 miles; thence due east, 150 miles; thence due south, 50 miles, to point of beginning.

4th. Your petitioners beg leave to state to your Council that the land above described is the only one offering to the half-breeds the requisite facilities for a permanent home.

5th. Considering the state of poverty in which the half-breeds are in at present, that the above mentioned trail may be given to them in such a way that they can live thereon free from taxes, &c., whether forever or for a sufficient term of years, that at the end they can pay them without detriment to their families.

They demand, for the same reason, that they will be allowed school houses, school masters and school mistresses, whose expenses shall be defrayed by the Government; also churches, and the priests of their religion.

2nd. For the sure and speedy advancement of the half-breeds, they ask to be allowed mechanics, to whom they can apply in time of need, and by whom they may be taught the various necessary arts of civilized life, as blacksmiths, a carpenter, a shoemaker, &c.

3rd. For the first five years of their establishment they may be given seeds according to their need.

And your petitioners will always ask, &c.

David Laverdure, fils,
Ezedore Dumon, fils,
Enrie Vital,
Ezedore Patrife,
St. Pierre Laverdure,
Charlie Malaterre,
Ezedore Dumon, père,
Baptiste Jolibois,
Joseph Vilbrun,
Nerman Marion,
François Delorme,
William Bosse,
Elie Parents,
Pier Santigras,
David Boyer,
Napoleon L'Edoux,
Antoine Rocheblave,
Joseph Thomas,
François Lafontaine,
François Kole,
André Kole,
Calice Kole,
William Fayiant,
Michelle St. Denée,
Celestin St. Denée,
John Welsh,
Ezedore Dumon,
François Lemire,
Xavier Lemire,
Pascal Breland,
Patrice Breland,
Alexis Malaterre,
James Grant,
Louis Morrin,
Jean B. Langé,
William Soan, père,
William Soan, fils,
William Lafournaise,
Thomas Breland,
Thomy Leveill,
Joseph Wallette, père,
Julien Wallette,
Patrice Wallette,
Joseph Wallette, fils,
Pierre Labruler,
Maxime Labruler,
Napoléon Labruler,
Eliziar Bottineau,
Zacharie Le Rat,
Pierre Leviellé,
Alexandre Magills,
Michel Davis,
Augustin Davis,
Louis Davis,
Pierre Lavalée,
Leonore McKay,
Pierre Morrin,
Joseph Leveille,
James Wallette,
Joseph Edward Marion,
Antoine Canada,
Pierre Smolemie,

Olivier Laplante,
James Whiteford,
Michel Claignes,
Ezedore Mallette,
Edward Morrison,
Norbert Delorme,
Andrée St. Germain,
Gabrielle Lavielle,
Antoine Gladu, père,
Antoine Gladu, fils,
Michel Gladu, fils,
Joseph Michael,
Baptiste Peltier, père,
Alique Peltier,
Culbert Peltier,
James Whitford, fils,
Maxime Whitford,
Elizior Whitford,
Louis Whitford,
David Laplante,
Antoine Laplante,
Baptiste Brière,
Louison Brière,
Brisbois Brière,
Géramis Brière,
Cleophase Brière,
Antoine Laplante,
William Davis,
Alexandre Oule,
Alexandre Davis, fils,
Baptiste Davis, fils,
Antoine Mallette,
Joseph Charette,
Daniel Mechiale,
Andrie Claiques,
Antoine Canada, fils,
Alexandre Canada,
Culbert Lindenie,
Louis Haggat,
Baptiste Chanssgno,
Léon Laverdure,
Moïse LaPierre,
Louis Malaterre,
John Malaterre,
Alexandre Moron,
Gabriel Pottras,
Jose Bourquin,
Pier Levier,
Sévére Amlin,
Modesse Feroux,
Moïse Vallée,
Antoine Wallette,
Augustin Racette,
Joshon Welsh, fils,
Maxime Marion,
Ambroise LaPier,
Paul Larivez,
Louis Malaterre, fils,
Baptiste Wallette,
Narcisse Laverdure,
Daniel L'edoux,
Baptiste Racette,
Bernard Thomas,
Pier Lédoux,
Crisitome Robiard,
Charles Trottier,
Andrew Trottier, sen.
Michael Trottoir,
Antoine Trottoir,
Henri Trottoir,
Zedore Trottoir,
Jean Baptiste Trottoir,
Norbert Trottoir,
John Trottier,
Andrew Trottier, jun.
Alexandre Trottier, sen.
Moses Lan-Dre,
Norbert Welsh,
William Welsh,
Albert Welsh,
Xavier Welsh,
Paul Caplote,
François Boie,
Jean Turner,
Paul Pelloche,
Michael Bonno,
Henrie Bonno,
Gabriel Bonno,
William Trottoir,
Alexandre Trottoir, jun.
Antoine Lafontaine,
Nepolian Lafontaine,
Louis Lafointaine,
Gaspard Lafontaine,
Bierre Borno, sen.
Charles Bonne,
Basil Bonno,
Pierre Bonno, jun.
Jualin Bonno,
Louie Giripee,
Deonieed Giripee,
Baptiste Giripee,
Ellica Giripee,
Bonaventure Giripee,
Joseph Perisiah,
Alexander Gaddy,
William Gaddy,
James Gaddy,
Baptiste Dusann,
Wallace Dusann,
Cuthbert Dusanne,
Eyasant Dusanne,
Christum Dusanne,
Joseph Kieise,

Pierre Boosah, sen.,
Abram Boosah,
Pierre Boosah, jun.,
Jean Shakote,
Baptiste Pelloche, sen.,
Alexandre Pelloche,
Baptiste Pelloche,
Cuthbert Pelloche,
Lesselog Pelloche,
Adolphus Pelloche,
Joseph Boie, sen.,
Joseph Boie, jun.,
Ambroise Boie,
Norbert Boie,
Xavier Fyand,
Duffle Fyand,
François Fyand,
Alexander La Boobarde,
Baptiste Dosa,
Wesoe Teboure,
William Teboure,
William Swane,
John Swane,
Alexander Swane,
Baptiste Swane,
Kersore Swane,
Peter Fiddler,
Peter Bremnier,
Zackrias Barland,
Moses Barland,
Xavier Barland,
Sahsoe Barland,
Joseph Pottras,
David Pottras,
Termier Pottras,
François Pottras,
Salomon Pottras,
Baptiste Pottras,
Vital Chercote,
Pascal Chercote,
Madais Chercote,
Edward Pelloche,
Nepolien Pelloche,
Cuthbert Pelloche,
Alexander Pelloche,
William Pelloche,
Jean Baptiste Pelloche,
Roderick Ross,
Pierre Ross,
Urban Ross,
Duffle Bedore,
Pierre LeMaire,
Che Pierre LeMaire,
Joseph LeMaire,
Leander Say Farmah,
Edward Say Farmah,
Michel Alave,
William Alave,
Augustin Laframboise,
Edward Laframboise,
Daniel Laframboise,
Che Pierre Cardinal,
Deume Deharlais,
Jean Baptiste Laframboise,
William Laframboise,
Nedy Welsh,
John Welsy,
Gregory Welsh,
James Welsh,
Edward Welsh,
Samuel Welsh,
Donald Welsh,
Joseph Welsh,
Damase Welsh,
Terume Lafornesse,
Barnard Delorme,
Casimire Bovier,
Charles Montquie,
Patrick Montinée,
Joseph Tait, sen.,
Joseph Tait, jun.,
Cuthbert Tait,
Thomas Tait,
Joseph Delorme,
James Sanderson,
Wesoe Liviei,
Paul Liviei,
Pierre Liviei, sen.,
Baptiste Falcoe, jun.,
William Sinclair,
Alexander Morrais,
William Clyne,
Duffle Clyne,
John Demaris,
William Sparvie,
Paul Sparvie,
Joseph Sparvie, sen.,
Joseph Sparvie, jun.,
St. Pierre Sparvie,
Jean Baptiste Sparvie,

Copy of a Resolution passed by the Council of the North-West Territories in Legislative Session on the 2nd August, 1878.

Whereas this Council has had under consideration a petition of certain half-breeds who usually frequent the neighborhood of Cypress Hills, which petition, besides praying for a change in the ordinance for the protection of the buffalo,

already dealt with by the Council, calls attention to the petitioners' present state of destitution, and urges upon the Council to obtain for them a special reserve of land one hundred and fifty miles in length, and fifty miles in width, immediately north of the international boundary, as also seeds for a number of years, and other advantages, to enable them at once to adopt a mode of life more conformable to a true civilization.

And whereas it is not within the power of this Council to grant lands, assistance to procure seeds, or any such like advantages,

Resolved, therefore, that the Lieutenant-Governor be requested to forward the petition to the Dominion Government, together with the following suggestions, which they respectfully but strongly urge may receive the early and earnest attention of His Excellency the Governor General in Council:—

1. That it would be injudicious to set apart reserves of land for the half-breeds of the North-West Territories, or give them negotiable scrip.

2. That in view, however, of the fact that grants of land or issues of scrip were made to the half-breeds of Manitoba towards the extinguishment of the Indian title to the lands of that Province, there will undoubtedly be general dissatisfaction among the half-breeds of the said Territories unless they receive some like consideration.

3. That this consideration would most tend to the advantage of the half-breeds were it given in the form of a non-transferable location ticket for, say, one hundred and sixty acres to each half-breed head of a family and each half-breed child of parents resident in the said Territories at the time of the transfer thereof to Canada, the ticket to be issued immediately to any half-breed eighteen years of age, or over, on furnishing evidence of claim, and to every child on arriving at that age, and furnishing the necessary evidence.

4. That each half-breed holding such a location ticket should be allowed to locate it upon any unoccupied Dominion lands, but the title of the land so entered should remain in the Crown for ten years; and if, at the expiration of three years after such entry the half-breed locatee have made no improvement on the land, his claim thereto shall be subject to forfeiture.

5. To induce those half-breeds who now procure their livelihood by hunting on the plains to abandon their present mode of life and settle on their locations, by which course it alone appears possible to arrest the great destitution with which they are threatened, owing to the imminent early extinction of the buffalo, that aid in agricultural implements and seeds be allowed them for three years, but only once for each family that may settle within that time.

6. That half-breeds who have shared in the Manitoba distribution of lands and scrip should not be entitled to receive location tickets in the Territories, though now resident therein.

A true copy, which I certify.

A. E. FORGET, *Clerk Council N.W.T.*

DOMINION LANDS OFFICE,
PRINCE ALBERT, N.W.T., 10th March, 1879.

SIR,—I have the honor to acknowledge the receipt of your letter of the 20th January last, referring to Mr. Peter Hourie's claim to lots Nos. 5 to 13 inclusive, of the Prince Albert settlement survey.

In accordance with your instructions, I have informed Mr. Hourie of the substance of your letter.

I have the honor to be, Sir, your obedient servant,
GEO. DUCK, *Local Agent Dominion Lands.*

Surveyor-General Dominion Lands, Ottawa.

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE,
OTTAWA, 20th January, 1879.

SIR,—In further reference to your letter of the 30th November last, respecting that portion of it which relates to the claim set forth by Mr. Peter Hourie on behalf

of himself and sons, for certain lots in Prince Albert settlement, I have to state that at the time of the survey by Mr. Aldous, Mr. Hourie's occupation by residence was confined to lot No. 12, and he also had a small field on lot No. 7.

In Mr. Aldous' return he is entered for lots 12 and 13, to one of which he would have a homestead, and to the other a pre-emption right, as he lives on the former.

Mr. Aldous also has the names of Mr. Hourie's two sons noted for lots 5, 6 and 7, but neither of them, either at the time or previously, resided upon any one of these lots.

Mr. Aldous' notes further shew that Mr. Fiddler and three sons had taken possession, by residence and cultivation, of lots 9, 10, 11 and 14. When your office is regularly opened, and having received the returns of survey, you are prepared to take entries. If Mr. Hourie's sons have not gone on to their lots, Nos. 5, 6 and 7, to live thereon, they will have neither the homestead nor the consequent pre-emptive right to these lots; and, in such case, unless they should tender immediate purchase money, the lots would be open for entry by anyone else.

You will please inform Mr. Hourie of the substance of this letter, in reply to his own, which you have transmitted here.

I have the honor to be, Sir, your obedient servant,

LINDSAY RUSSELL, *Surveyor-General.*

GEO. DUCK, Esq., Local Agent of Dominion Lands, Prince Albert, N. W. T.

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE,
OTTAWA, 14th January, 1879.

SIR,—I have the honor to acknowledge the receipt of your letter dated the 30th November last, enclosing one from Mr. Peter Hourie, respecting his claim to certain lots fronting on the River Saskatchewan, in the Prince Albert settlement survey.

The rule with respect to river front lots is that they are ten chains in width. One of these can be taken as a homestead claim and another as a pre-emption, by the same person.

You will be later advised in regard to Mr. Hourie's case, as before coming to a decision therein it will be necessary to examine Mr. Aldous' survey, and to refer to that gentleman for facts which he observed on the ground in connection with Mr. Hourie's occupation.

In surveying the townships fronting on the Saskatchewan all river lots will be posted in ten-chain widths, with a depth back from the river of two miles.

The departure from this rule that has been made in the case of the holdings of older settlers in Prince Albert and other places was made in view of the fact that the intention of the Government so to lay out the lands on the river had not been made generally known previous to their occupation. But in the present, and all future time, people are to understand that no one can hold in any manner more land on the river than I have above indicated—that is say, twenty chains as homestead and pre-emption.

A petition was given me to lay before the Minister of this Department from certain settlers, eastward of the main Prince Albert settlement, to be permitted to retain their lands with the half-mile width of frontage, in which manner they had taken up and occupied them.

I have not yet succeeded in having this granted, although I have favorably recommended it in view of the reason above stated, that in taking up the lands they did so in accordance with the published regulations of the Dominion Lands Act, setting forth the system of their survey.

Should any enquiry be made of you by parties interested, you may inform them that the matter is still in abeyance.

Your information respecting the timber cut upon Government land is noted, and you will be duly instructed when it has been fully determined what action you should take in the premises.

I would request that in future, in communicating with this office, you be careful to write your letters, relating to different subjects, on separate sheets.

The including of several subjects on the same piece of paper causes a difficulty in filing the various matters according to subject in the records of the office.

I have the honor to be, Sir, your obedient servant,

LINDSAY RUSSELL, *Surveyor-General.*

GEO. DUCK, Esq., Local Agent of Dominion Lands, Prince Albert, N. W. T.

DOMINION LANDS OFFICE,
PRINCE ALBERT, N.W.T., 30th November, 1878.

SIR,—I have the honor to enclose, for your consideration, a letter received by me from Mr. Peter Hourie, relating to his claim upon lots 5 to 13 inclusive, of the Prince Albert settlement survey.

I beg to request advice as to the amount of river frontage allowed individual settlers—that is, can I allow a settler to homestead and pre-empt two quarter-sections, both having a river frontage?

I deem it my duty to inform you that I have been advised that there has been a large quantity of timber cut on Government land in this vicinity by a man named Cameron. From what I have been able to learn he has cut this timber with a view of speculation, to the detriment of neighboring settlers, some of it having been felled and allowed to rot on the ground. I should respectfully advise an investigation into the matter to prevent further occurrences of a like nature.

I have much pleasure in informing you that a large quantity of land outside the Prince Albert settlement survey has already been settled upon during the past season. There are, so far as I am aware, very few cases of disputed claims, the settlers are all anxious to make the necessary entries to secure themselves. The chief difficulty in this matter will be the want of money, of which there is none in circulation, and although the crops have been fairly remunerative, and all more or less in a position to pay fees or purchase money, the want of a circulating medium will be a great drawback to many.

I have the honor to be, Sir, your obedient servant,

GEO. DUCK, *Branch Agent D.L., Saskatchewan.*

Surveyor-General Dominion Lands, Ottawa.

PRINCE ALBERT, 24th October, 1878.

SIR,—The object of the present communication is to make a statement about a piece of land in the Prince Albert settlement on which I have squatted for the last four years, which has partly been taken forcible possession of by another party, and with a view to redress therein by the Government. In the summer of 1875 I squatted on a piece of land on the north branch of the Saskatchewan River, which, since the surveys of the past summer, has turned out to contain ninety chains of a frontage, viz., lots 5 to 13 inclusive, in the Prince Albert settlement survey. I made improvements on lots 12 and 13, as also on lots 5, 6 and 7, thus leaving lots 7, 8, 9, 10 and 11 unimproved, and on the three last, of which during my absence to Winnipeg the past summer, a man of the name of Edward Fidler has squatted, contrary to the remonstrances of my family, and for which I now request redress from the Government.

My idea at the time for taking such a large tract of land was to secure homesteads for my growing up family—three of whom are now of age—in the event of their being unable to participate in the Manitoba half-breed land grant, and which I have been since advised they are unable to do.

Praying your kind attention to the above.

I have the honor to be, Sir, your most obedient servant,

PETER HOURIE.

GEORGE DUCK, Esq., Dominion Lands Office, Prince Albert.

MEMO. No. 1.—It is respectfully recommended that legislative authority be obtained to permit of half-breeds withdrawing from an Indian treaty on refunding any annuity money they may have received.

J. S. DENNIS, *D. M.*

MEMO. No. 2.—A clause for this purpose may be introduced into any Act relating to Indian affairs.

J. A. McD.

MEMO. No. 3.—Will Mr. Vankoughnet please to have amendment prepared accordingly?

J. S. D., *D.M.*

MEMO. BY COPYIST.—The above memoranda are endorsed across letter of 21st December, 1878.

OTTAWA, 21st December, 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 142, of the 15th ultimo, calling attention to the fact that certain half-breeds, who were admitted into treaty No. 6, have applied for leave to withdraw therefrom.

Your despatch will be brought under the notice of the Right Hon. the Minister of the Interior at an early day.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS, *Deputy Minister of the Interior.*

His Honor the Lieutenant-Governor of the N.W. Territories,
Battleford, N.W.T.

OFFICE OF THE NORTH-WEST INDIAN SUPERINTENDENCY,
BATTLEFORD, N.W.T., 15th November, 1878.

SIR,—I have the honor to call your attention to the fact that several half-breeds who were admitted by the commissioners who negotiated treaty No. 6, into that treaty, have applied for leave to withdraw therefrom. It is unfortunate that they were ever paid under the treaty; but in some cases I admit it is difficult to distinguish certain half-breeds, who have adopted Indian habits, from full-blooded Indians.

By clause (*e*) of sub-section 3 of section 3, of the "Indian Act, 1876," half-breeds, under very special circumstances, may be admitted into an Indian treaty. But the Act does not appear to make any provision in regard to withdrawing from a treaty. Section 70 appears to exclude them from the other rights if they do so, unless the withdrawal were prior to October, 1874.

It appears to me desirable that half-breeds should be permitted to withdraw from any Indian treaty, provided they returned to the Government the gratuity and annuity money which have been paid them. Probably the Government may deem it advisable to so amend the Act, as to enable half-breeds to withdraw from treaty without any such condition; or perhaps you may be of the opinion that permission can be granted without amending the Act.

In any case, I desire to be advised as to the reply I shall give to the applications I have received.

I have the honor to be, Sir, your obedient servant,

DAVID LAIRD, *Lieutenant-Governor and Indian Superintendent.*

Hon. the Minister of the Interior, Ottawa, Ont.

MEMO.—I do not think it at all politic, if any other course can be adopted by which half-breeds can be satisfied, that persons of this class should be treated with and paid as Indians.

It is however for the Minister to say.

J. S. D., *D. M.*

I quite agree with the Deputy Minister of the Interior.

J. A. McD.

MEMO. BY COPYST.—Both of the above memorandums are written across Mr. Laird's letter.

OFFICE OF THE NORTH-WEST INDIAN SUPERINTENDENCY,
BATTLEFORD, N. W.T.

SIR,—I have the honor to call your attention to a difficulty which has arisen in this superintendency, from the action of the commissioners who negotiated treaty No. 6, in 1876. They received several half-breeds into the treaty, and in the case of a small band at Lac la Biche, the chief and nearly all in connection with his band were half-breeds.

In 1877, when Mr. Dickieson made the payment, a number more half-breeds being relatives of the Lac la Biche chief and of some of his people, came forward to be paid, Mr. Dickieson, though he could not well refuse paying those formerly admitted into the treaty, declined to pay any other of the same class, holding that to do so would be a violation of the Indian Act. It would at least have proved very inconvenient and expensive, for there is a large number in the Territories of just such half-breeds (who live a great deal like Indians) as those who compose the Lac la Biche band.

The chief of that band visited me last summer, and complained of the injustice done some of his people, by their being refused admission into the treaty in 1877. I told him I was of opinion that the commissioners, when they received him in to the treaty, did not understand that he was a half-breed, and if a mistake had been committed by them, perhaps in ignorance, it was not my duty to widen the error by taking in more of the halfbreed class. I, however, said that those formerly paid would again be paid in 1878, and that I would apply to the Department for instructions. By clause (*c*) of sub-section 3 of the Indian Act, "under very special circumstances" half-breeds may be admitted into an Indian treaty, but it seems proper that the Superintendent-General should be consulted before a course is adopted, which, if carried out, may involve a considerable increase of expenditure.

I trust, therefore, you will have the goodness to forward your instructions at an early day in regard to the complaint of the Lac la Biche chief.

I have the honor to be, Sir, your obedient servant,

DAVID LAIRD,

Lieutenant-Governor and Indian Superintendent of the N. W. T.

Hon. the Minister of the Interior, Ottawa, Ont.

DEPARTMENT OF THE INTERIOR, OTTAWA, 21st May, 1880.

SIR,—I have to acknowledge the receipt of your communication of the 3rd ult., intimating that an unauthentic report had reached Battleford from the south, that Louis Riel is agitating amongst the half-breeds, Sioux and Crow Indians, with a view of an attack upon the Blackfeet and Blood Indians, and to inform you that the same has been brought to the notice of the Minister.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS, *Deputy Minister of the Interior.*

W. L. ORDE, Esq., Battleford, N.W.T.

INDIAN AGENT'S OFFICE, BATTLEFORD, N.W.T., 3rd April, 1880.

SIR,—I have the honor to inform you that an unauthentic report has reached here from the south, that Louis Riel is now agitating amongst the half-breeds and the Sioux and Crow Indians, it is said with a view of an attack upon the Blackfeet

and Blood Indians, the ostensible object being to wrest from the latter a large number of stolen ponies.

He may have other evil designs, and I think it well to let you know.

I have the honor to be, Sir, your obedient servant,

W. L. ORDE,

Indian Agent and Clerk N. W Indian Superintendency.

Right Hon. the Minister of the Interior, Ottawa, Ont.

DEPARTMENT OF THE INTERIOR, DOMINION LANDS OFFICE,

OTTAWA, 10th May, 1880.

SIR,--I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your petition, not dated, from yourself and sixteen others, residents of the village of Manitoba, in the North-West Territories, praying that scrip may be issued and lands allotted, respectively, to you, as claimants entitled thereto under the Manitoba Act, and further praying that a commission be appointed at an early day to enquire into and provide for the adjustment of half-breed and other claims previous to the transfer in the North-West Territory.

The petition will be duly laid before the Right Hon. the Minister, for his consideration.

I have the honor to be, Sir, your obedient servant,

A. RUSSELL, *for the Surveyor-General.*

Mr. CHARLES MCKAY, Manitoba Village, N.W.T.

To the Right Hon. Sir John A. Macdonald, C. B., Minister of the Interior, &c., &c.

The petition of the undersigned residents of Manitoba Village, Lake Manitoba, N.W.T., humbly represents that whereas, under the terms of the Manitoba Act scrip was to be issued to the half-breed heads of families and allotment of lands made to the children of the same resident in Manitoba on the 15th July, A.D., 1870, and whereas subsequently many of their families removed to the interior, and have not yet benefitted by the terms of the said Manitoba Act, and whereas it appears that the allotments of land made in Manitoba for the benefit of children of said half-breed heads of families are likely to prove insufficient to cover all the claimants under the said Act. Now therefore your petitioners who are interested in these matters do most humbly pray that you will place us on an equal footing, and cause scrip to be issued to us at an early date, in satisfaction of our just and lawful claims.

And whereas the half-breed heads of families and the children of the same, born in or resident in the Territories previously to 15th July, 1870, have not yet had their claims to equal right and privileges with their brethren in the Province of Manitoba investigated, as is justly due to them and is provided for by sub-section (*e*) of clause 125, 42 Victoria, chapter 31, and whereas the continued delay in ascertaining and investigating said claims is creating great and general dissatisfaction throughout the Territories, we, your petitioners, do humbly pray that you will cause a commission to be issued at an early date to enquire into and confirm the said claims, not only with regard to scrip and allotments of land, as provided for in Manitoba, but moreover to confirm the titles of land occupied by or purchased by parties from occupants of claims taken previously to the transfer of the Territories to the Dominion of Canada.

And whereas by section 7 of the regulations issued by the Department of the Interior, on 14th October, 1879, respecting the disposal of certain public lands for the purpose of the Canadian Pacific Railway, " all payments for railway lands and also pre-emption lands within the several belts shall be in cash, and not in scrip or military police bounty warrants," and whereas we humbly believe that this exclusion of our scrip, owing to the immense reserves which have been created, practically amounts to its confiscation and involves a great injustice to all who are interested in

the same, and whereas we firmly believe that no regulations should be retrospective as regards our property, and that the solemn convention of 1870 should be fully and faithfully carried out, we do therefore respectfully and humbly pray that the regulations of 14th October, 1879, may be so modified as to admit our scrip at its face value in the purchase of lands within the railway reserves.

Charles McKay,
Margaret McKay,
Caroline McKay,
W. Joseph McKay,
John Richard McKay,
Rodrick McKay,
Hebran Moar,
her
Mrs. Lausa × Moar,
mark
James Moar,
George H. Moar,
Sarah Moar,
Susan Moar,
Mary Ann Moar,
his
Donald C. × Moar,
mark
Alexander Moar,
her
Mrs. Pauline × Murray,
mark
her
Mrs. Mary × McLeod.
mark

DEPARTMENT OF THE INTERIOR, OTTAWA, 10th July, 1880.

SIR,—I have the honor, by direction of the Hon. the Acting Minister of the Interior, to acknowledge the receipt of your letter, dated the 19th May last, transmitting a petition from the half-breeds of Edmonton and Prince Albert, N.W.T., and to inform you, in reply, that on the return of the Right Hon. Sir John A. Macdonald from England the same will receive due consideration.

I have the honor to be, Sir, your obedient servant,

A. RUSSELL, *Acting Surveyor General.*

THOS. MCKAY, Esq., Prince Albert Settlement, Sasakatchewan, N.W.T.

PRINCE ALBERT, SASKATCHEWAN, N.W.T., 19th May, 1880.

SIR,—I herewith forward you petition from the half-breeds of Edmonton and Prince Albert, N.W.T. As we have no representative for the North-West Territories through whom we could make our wants known, the petition is forwarded direct to you, trusting it shall receive your early and special attention.

I have the honor to be, Sir, your obedient servant,

THOS. McKAY.

Sir JOHN A. MACDONALD, C.B., Minister of the Interior, Ottawa.

To the Right Hon. Sir John A. Macdonald, C.B., Minister of the Interior, &c., &c.

The petition of the undersigned residents of Edmonton, N.W.T., humbly represents that whereas, under the terms of the Manitoba Act scrip was to be issued to the half-breed heads of families and allotment of lands made to the children of the same resident in Manitoba on the 15th of July, A.D. 1870; and whereas subsequently many of their families removed to the interior and have not yet benefitted by the terms of the said Manitoba Act; and whereas it appears that the allotments of land made in Manitoba for the benefit of the children of the said half-breed heads of families are likely to prove insufficient to cover all the claimants under the said Act.

Now therefore your petitioners who are interested in these matters do most humbly pray that you will cause such inquiries to be instituted as will place us on an equal footing with our relatives and friends in Manitoba, and cause scrip to be issued to us at an early date, in satisfaction of our just and lawful claims.

And whereas the half-breed heads of families and the children of the same born or resident in the Territories previously to 15th July, 1870, have not yet had their claims to equal rights and privileges with their brethren in the Province of Manitoba

investigated, as is justly due to them, and is provided for by section (*e*) of clause 125, 42 Vic., chap. 31; and whereas the continued delay in ascertaining and investigating said claims is creating great and general dissatisfaction throughout the Territories. We, your petitioners, do humbly pray that you will cause a commission to be issued at an early date to inquire into and confirm the said claims, not only with regard to scrip and allotments of land, as provided for in Manitoba, but moreover to confirm the titles to land occupied by or purchased by parties from occupants of claims taken previously to the transfer of the Territories to the Dominion of Canada.

And whereas by section 7 of the regulations issued by the Department of the Interior on 14th October, 1879, respecting the disposal of certain public lands for the purpose of the Canadian Pacific Railway, all payments for railway lands, and also pre-emption lands, within the several belts shall be in cash, and not in scrip or military or police bounty warrants, and whereas we humbly believe that this exclusion of our scrip, owing to the immense reserves which have been created, practically amounts to its confiscation, and involves a grave injustice to all who are interested in the same, and whereas we firmly believe that no regulations should be retrospective, as regards our property, and that the solemn convention of 1870 should be fully and faithfully carried out, we do therefore respectfully and humbly pray that the regulations of 14th October, 1879, may be so modified as to admit our scrip at its face value in the purchase of lands within the railway reserves.

Octave Majeau,
Edmond Brousseau,
J. Bte. L'hihrondelle,
Janvier L'hirondelle,
Norbert L'hirondelle,
Marteau L'hirondelle,
Laurent L'hirondelle,
Andri L'hirondelle,
Cyprien L'hirondelle,
Samuel Cunningham,
Jean Laderoute,
Oliver Laderoute,
Magloir Gray,
Cyprien Gray,
George Hugdson,
Charles Gladu,
Augustin Gladu,
Jeremie Gladu,
Alexis Gladu,
Thomas Boucher,
Cyprien Boucher,
Ambroise Boucher,
Jeremie Auger,
Joseph L'hirondelle,
Leon Delorme,
Pierre Delorme, sen.,
Pierre Delorme, jun.,
Bte. Pepin,
Paul Lebruim,
Gabriel Lafleur,
Joseph Paquette,
James Cunningham,
Johny Cunningham,
Albert Cunningham,
Edouard Cunningham,
Adolph Perreault,
Joseph Chalifou,
Paul Chalifou,
Antoine Gallarneau,
Arrine Molette,
J. Bte. Robertson,
J. Bte. Gallarneau,
Antoine Savard, sen.,
Antoine Savard, jun.,
Joseph Paymond,
Charle Beauregard,
Octave Bellerose,
Pierre Bérard,
Roger Bérard,
Bte. Turpremont,
Julien David Savard,
Pascal Savard,
Michæl Plante,
Victor Laurence,
Louis Larocque,
Henry Blaine,
George Donald,
Peter Pambrun,
Henry Dufresne,
John Sinclair,
Alexander Rowland,
Joe Nem,
Alfred Smith,
Joseph Turner,
Joseph Pagé,
Elzéar Pagé,
Norber Bellerose,
Joseph Chartier,
Antoine Blondien,
Emillie Bellerose,

Johny Catara, sen.,
Johny Catara, jen.,
Firdimand Callarycord,
Jean Bellecourt,
Bte. Courtepatte,
Dieudenne Courtepatte,
Frederic Durocher,
Edouard Durocher,
Xavier Durocher,
Johny Rolland,
Adolph Rolland,
Louis Chartellain,
Narcisse Beaudry,
Pierre Beauregard,
Joseph Beaudry,
Noël Courtepatte,
Narcisse Bellerose,
Alexandre Savard, sen.,
Alexandre Savard, jun.,
Joseph Kollen,
Abraham Neault,
Edouard Neault,
Noé Deslorme,
François Dufresne,
Peter C. Pambrum
Isidore Pambrum,
Edouard McGillivary,
Philip Whitford,
Philip Take,
James Noon,
Joseph Trover,
Simon P. Whitford.

DEPARTMENT OF THE INTERIOR, OTTAWA, 20th September, 1881.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of the petition of yourself and others, praying that you may receive, as residents of the North-West Territories previous to their transfer to Canada, the same consideration as was accorded to those living in Manitoba at the same period, and to inform you that your petition will be duly considered.

I have the honor to be, Sir, your obedient servant,

A. RUSSELL, *Acting Surveyor-General.*

PETER LAPIERRE, Esq., Qu'Appelle, N.W.T.

To the Most Honorable the Marquis of Lorne, Governor General of Canada, and Vice Admiral of the same, K.T., G.C.M.G., &c., &c.

The humble petition of Peter Lapierre, Simon Blondin, John Fisher, Alexander Fisher, John Simpson, Xavier Denommie and others, half-breeds of Qu'Appelle settlement, humbly sheweth:

That owing to their being temporarily absent from the now Province of Manitoba at the time of the transfer of the said Province and the North-West Territories to the Dominion of Canada, they have been deprived of and debarred from several remunerative advantages which were accorded to their *confrères* who were residents in the Province of Manitoba, at the time of the aforesaid transfer, and that your petitioners are of opinion that they have been unjustly treated, as their conduct and actions at the time referred to deserves the kind consideration of the Government.

Therefore your petitioners humbly pray that they be dealt with and treated similar to the half-breeds of Manitoba, and that the Government will grant even scrip to the heads of families, and grants of land to the children of the heads of families of half-breeds in the North-West Territories, in like proportion as was granted to half-breeds and old settlers in the Province of Manitoba.

Your petitioners also humbly beg to bring before Your Excellency's notice, that when Her Majesty's commissioners came here, in the autumn of 1874, to treat with the Indians of this region, they, on behalf of Her Most Gracious Majesty the Queen, ceded a promise to your petitioners that their rights would be recognized and respected.

Your petitioners therefore humbly pray that the Government will be pleased to cause a survey to be made of their present holdings, similar to the old settlers' claims on the Red and Assiniboine Rivers, in the Province of Manitoba, allotting to each actual settler a certain number of chains frontage fronting on the lakes or rivers, as the case may happen, throughout their settlement, and running two miles back, north or south, as the case may be, with a privilege of two miles additional for hay and wood purposes.

Your petitioners humbly beg further to represent to Your Excellency that many of them are in a very destitute condition and helpless state, more especially since the buffalo have disappeared and receded to beyond the international boundary line, and have thereby been deprived of the means upon which they have been, to a great extent, subsisting for a number of years past, and are totally without the means requisite and necessary to till the soil, from which a livelihood can be made. Your petitioners therefore humbly pray that Your Excellency be pleased to lay before Her Majesty's Government of the Dominion of Canada the necessity of extending to such of them as require it a certain amount of assistance in farming implements and seed grain, to enable them to make a start in farming, and become able to support themselves and families. And your petitioners, as in duty bound, will ever pray.

Peter La Pierre,
Simon Blondin, sen.,
John Fisher,
Alexander Fisher, sen.,
Louison Blondin,
Zachary Blondin,
Napoléon Blondin,
Antoine Fayant, sen.,
William Fayant,
Antoine Fayant, jun.,
Jean Louis Fayant,
François St. Dennis, sen.,
Baptiste Robillard,
François St. Dennis, jun.
Joseph Racette,
Charles Racette, sen.,
Tousaint Gallarneau,
Thomas La Pierre,
Jean Bapt. Dauphinais,
Baptiste Laliberté,
Norbert Welch,
Isidore La Plante,
John Sinclair, sen ,
Mathias Sansregret,
Alex. Pelletier,
Hilaire Boucher,
Edouard St. Germain,
Augustin Brebaut, sen.,
Augustin Brebaut, jun.,
Michael Desjarlais,
Edbert Desjarlais,
Michel Desjarlais,
Thos Sinclair,
John Sinclair, jun.,
Louison Flammand,
Maxim Flammand,
André Flammand,
Pierre Poitras, jun.,
William Daniel,
Modeste Daniel,
Joseph Daniel,
Alexis McKay,
Joseph Paresien,
Roderick Ross,
Pierre Ross,
Joseph Blion,
Xavier Denommil,
John Blondin,
Simon Blondin, jun.,
Napoléon Hamilin,
Iseaid Poitras,
François Desmarais,
Samuel Turcotte,
François St. Dennis, sen.,
Alexis Henéré,
Cutbuth St. Dennis,
François Morin,
Xavier Morin,
Xavier Plante,
Pierre Bonnotte, sen.,
Pierre Bonnotte, jun.,
Charles Bonnotte,
Julien Bonnotte,
Baptiste Morin,
Camile Morin,
Archil Klyne,
Theophile Klyne,
Elie Blion,
Gregoire Ledoux,
Pierre Fisher,
William Fisher,
George Fisher (John's son),
Moyse Vallée,
Charles Desjarlais,
James Grant,
Clément Pelletier,
Antoine Laroque, sen.,
Antoine Laroque, jun.,
Joseph James Grant,
St. Pierre Blondin,
Ambroise Blondin,
Joseph Blondin,
Stanislas Desjarlais,
Joseph Racette, sen.,
Joseph Marion,
R. T. Marion,
Daniel Dumas,
Lazarus Laliberté,
Joseph Delorme,
Thomas Desjarlais,

Roderick Ross, jun.,
Urbin Ross,
Alfred Fisher,
John Simpson, jun.,
Andrew Klyne,
George Fisher, sen.,
St. Pierre Potras,
Bte. Desjarlais,
Pierre Desjarlais,
Isidore Desjarlais,
Joseph Poitras,
Joseph Pelleterou Bouvette,
Pierre Pierre Pelletier,
Napoléon Pelletier,
Mathias Desjarlais,
Alex. Laroque,
William Laroque,
Edward Brebant,
William Daniel, jun.,
Joseph La Pierre,
Theophile La Pierre,
Thomas Kavanagh, on behalf of Elise Klyne, his wife,
Thomas Kelly, on behalf of his wife, Veronique Klyne,
Joseph Hugomard, Ptre., O.B.I.
Louis Boucher,

DEPARTMENT OF THE INTERIOR, OTTAWA, 21st September, 1882.

SIR,—I have the honor, by the direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 11th of March last, stating that you had been requested by several of the settlers in the vicinity of the parish of St. Laurent to obtain information from the Department as to the possibility of there being a re-survey of their river claims by the Government, and to inform you that it is not the intention of the Government to cause any re-surveys to be made. Of course, any sub-division differing from the regular survey they may desire they can procure for themselves when the lands come into their possession. You will please, therefore, communicate this decision to the persons interested.

I have the honor to be, Sir, your obedient servant,
A. M. BURGESS, *Secretary.*

DOMINION LANDS OFFICE, PRINCE ALBERT, N.W.T., 11th March, 1882.

SIR,—As the majority of the settlers on the south branch of the River Saskatchewan, in the vicinity of the parish of St. Laurent, have taken up their lands previous to the survey, with narrow frontages, similar to those river claims in other parts of this district, and in view of the difficulty likely to be experienced in this office in adjusting the boundaries of these claims in accordance with the section survey, I have, at the request of several of the settlers so situated, the honor to request information as to the possibility of re-surveying these sections into river lots on a similar plan to that adopted in Prince Albert settlement, none of these claims having as yet been entered in this office.

I have the honor to be, Sir, your obedient servant,
GEO. DUCK, *Agent Dominion Lands.*

Surveyor-General Dominion Lands, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA 13th October, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt, through you, of a petition, dated the 4th ult., from 47 French half-breeds, on the subject of certain lands on the Saskatchewan, in the district of Prince Albert, on which they have squatted.

In reply, I am directed to request you to inform the petitioners that when the proper time arrives the case of each *bonâ fide* settler will be dealt with on its own merits; but as regard the surveying of the land in question, that all lands in the North-West Territories will be surveyed according to the system now in force.

I have the honor to be, Sir, your obedient servant,
LINDSAY RUSSELL, *D. M. Int.*

CHAS. NOLIN, Esq., J. P.,
St. Antoine de Padou, South Branch of the Saskatchewan.

(*Translation.*)

St. Antoine de Padou, South Saskatchewan, 4th September, 1882.

To the Right Hon. Sir John A. Macdonald, Minister of the Interior, Ottawa:

Sir,—We the undersigned French half-breeds, for the most part settled on the west bank of the Saskatchewan, in the district of Prince Albert, N.W.T., hereby approach you, in order to set forth with confidence the painful position in which we are placed, with reference to the lands occupied by us in this portion of the territory, and in order to call the attention of the Government to the question which causes us so much anxiety.

Compelled, most of us, to abandon the prairie, which can no longer furnish us the means of subsistence, we came in large numbers, during the course of the summer, and settled on the south branch of the Saskatchewan; pleased with the land and the country, we set ourselves actively to work clearing the land, but in hope of sowing next spring, and also to prepare our houses for the winter now advancing rapidly. The surveyed lands being already occupied or sold, we were compelled to occupy lands not yet surveyed, being ignorant, for the most part, also, of the regulations of the Government respecting Dominion lands. Great then was our astonishment and perplexity when we were notified, that when the lands are surveyed we shall be obliged to pay $2 an acre to the Government, if our lands are included in odd-numbered sections. We desire, morever, to keep close together, in order more easily to secure a school and a church. We are poor people and cannot pay for our land without utter ruin, and losing the fruits of our labor and seeing our lands pass into the hands of strangers, who will go to the land office at Prince Albert and pay the amount fixed by the Government. In our anxiety we appeal to your sense of justice as Minister of the Interior and head of the Government, and beg you to reassure us speedily, by directing that we shall not be disturbed on our lands, and that the Government grant us the privilege of considering us as occupants of even-numbered sections, since we have occupied these lands in good faith. Having so long held this country as its masters and so often defended it against the Indians at the price of our blood, we consider it not asking too much to request that the Government allow us to occupy our lands in peace, and that exception be made to its regulations, by making to the half-breeds of the North-West free grants of land. We also pray that you would direct that the lots be surveyed along the river ten chains in width by two miles in depth, this mode of division being the long-established usage of the country. This would render it more easy for us to know the limits of our several lots.

We trust, Sir, that you will grant a favorable hearing to this our petition, and that you will make known your decision as soon as possible. We await it with great anxiety, and pray God to protect you and keep you for the direction of this great country which you so wisely govern.

Your humble petitioners:

Gabriel Dumont,
Jean Carron,
Baptiste Rochlot,
Moïse Parenteon,
Pierre Glonory,
Baptiste Delorme,
William Fidler,
Baptiste Boyer,
Damase Çarrière,
Napoléon Neault,
André Neault,
Napoléon Carrière,
Patrice Touron,
Callixte Touron,
Antoine Vandale,
Baptiste Vandale,
Antoine Ferguson,
Baptiste Vandale,
Joseph Touron,
William Vandale,
Jean Carron,
Théophile Carron,
R. P. Tsesher,
Mathias Parenteon,
Moïse Glonory,
Zéphirin Duma,
Elzéard Parisien,
William Natome,
A. Fidler,
Isidore Villeneuve,

Gervais,
Charles Larivière,
François Touron,
Joseph Parenteau,
Xavier Batoche,
Joseph Vandale,
François Fidler,
Alexis Gervais,
Joseph Délorme,
Adolphe Nolin,
Ignace Poitra,
Théophile Goulette,
Jérôme Racette,
Charles Gareau,
Maxime Poitra,
Emmanuel Champagne,
Louis Batoche.

I hereby certify that the list of Petitioners is correct.

CHAS. NOLIN, *J.P.*

PRINCE ALBERT, N.W.T., 25th November, 1882.

SIR,—I have the honor to acknowledge the receipt of your circular letter of the 24th October, directing that in cases where delays arise in the investigation of claims to homestead entry, to ante-date the entry in such manner as to cover the time after application and before the giving of entry, during which the applicant may have been a *bonâ fide* occupant of the land.

I have the honor to be, Sir, your obedient servant,

GEO. DUCK, *Dominion Lands Agent.*

Hon. the Minister of the Interior.

MOOSOMIN, 20th November, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter, dated the 24th ultimo, with reference to cases where the granting of homestead entries is delayed pending decision of Department, and instructing me to ante-date entries so as to cover the period of residence and occupation of the land when decision is given in applicant's favor.

I have the honor to be, Sir, your obedient servant,

J. McD. GORDON, *Agent Dominion Lands.*

A. M. BURGESS, Esq., Secretary Dept. of the Interior, Ottawa.

DOMINION LANDS OFFICE, ODANAH, 16th November, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter, dated 24th ult., No. 51643, being instructions *re* dating of homestead entries in certain cases.

I have the honor to be, Sir, your obedient servant,

A. E. FISHER, *Agent Dominion Lands.*

A. M. BURGESS, Esq., Secretary Dominion Lands, Ottawa, Ont.

DOMINION LANDS OFFICE, BRANDON, 13th November, 1882.

SIR,—I have the honor to acknowledge the receipt of your circular, dated 24th ult., No. 51643, containing the instructions consequent on the Order in Council, No. 2053, dated the 19th October, in reference to the ante-dating of entries in certain cases which have been held in abeyance pending decision of the Minister.

The letter is duly fyled for the future guidance, in such matters, of this office.

I have the honor to be, Sir, your obedient servant,

E. CLEMENTI SMITH, *Act. A. D. L.*

Deputy Minister of the Interior, Dominion Lands, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 24th October, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to transmit herewith, for your information and guidance, a copy of an Order in Council of the

19th instant, making provision for the relief of homesteaders who are placed at a disadvantage owing to delays attendant on investigation of their claims.

I also enclose a copy of a circular which has been forwarded to each Dominion land agent in Manitoba and the North-West, communicating the substance of the Order in Council, and directing them to govern themselves accordingly.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Secretary.*

A. WALSH, Esq., Commissioner Dominion Lands, Winnipeg, Man.

DEPARTMENT OF THE INTERIOR, OTTAWA, 24th October, 1882.

Circular to all Agents of Dominion Lands:

SIR,—I have the honor, by direction of the Minister of the Interior, to inform you that in view of the fact that cases sometimes arise in this Department where, through delays attendant on investigation of claims preferred to homestead entry, the applicants, though decision may be ultimately in their favor, are placed at a disadvantage, in that their occupation and cultivation of the land during the interval between the claim for entry and the decision does not count to them as any part of the term of residence required by law for their obtaining patents, the Deputy of the Governor General, acting in accordance with the provisions of the 125th section of Dominion Lands Act, has been pleased, by an Order in Council (No. 2053), dated the 19th instant, to authorize the Minister of the Interior, when finally according homestead entry in such cases, to ante-date the entry in such manner as to cover the time after application, and before the giving entry, during which the applicant may have been a *bonâ fide* settler on the land.

This information is for your instruction and guidance, and you are requested to govern yourself accordingly.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Secretary.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council on the 19th October,* 1882.

On a memorandum, dated 14th October, 1882, from the Minister of the Interior, submitting that cases sometimes arise in his Department where, through delays attendant on investigation of claims preferred to homestead entry, the applicants, though decision may be ultimately in their favor, are placed at a disadvantage, in that their occupation and cultivation of the land during the interval between the claim for entry and the decision does not count to them as any part of the term of residence required by law for their obtaining patent.

The Minister recommends, under the provisions of the 125th section of the Dominion Lands Act, that he be authorized, when finally according homestead entry in such cases, to ante-date the entry in such manner as to cover the time after application, and before the giving entry, during which the applicant may have been a *bonâ fide* settler on the land.

The Committee submit the foregoing recommendation for approval.

JOHN J. McGEE.

Hon. the Minister of the Interior.

DEPARTMENT OF THE INTERIOR, OTTAWA, 14th October, 1882.

MEMORANDUM.—The undersigned has the honor to report to Council that cases sometimes arise in his Department where, through delays attendant on investigation of claims preferred to homestead entry, the applicants, though decision may be ultimately in their favor, are placed at a disadvantage, in that their occupation and culti-

vation of the land during the interval between the claim for entry and the decision does not count to them as any part of the term of residence required by the law for their obtaining patent These cases not being anywhere specially provided for in the Dominion Lands Act, he recommends that, under the provisions of the 125th section of that Act, he be authorized, when finally according to homestead entry in such cases, to ante-date the entry in such manner as to cover the time after application and before the giving entry, during which the applicant may have been a *bonâ fide* settler on the land.

Respectfully submitted,

JOHN A. MACDONALD, *Minister of the Interior.*

DEPARTMENT OF THE INTERIOR, OTTAWA, 20th October, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letters dated the 26th ultimo., transmitting a petition from the settlers of the Battleford district, praying that a survey be made during the coming winter of the townships in the vicinity of the confluence of the Battle and Saskatchewan Rivers, and, in reply, to say that such a survey would necessitate the establishment of lines south of Battleford, where the country is not sufficiently wooded for winter operations.

Instructions will be given to have the outlines of the townships established next summer.

I have the honor to be, Sir, your obedient servant,

LINDSAY RUSSELL, *Deputy Minister of Interior.*

HON. LAWRENCE CLARKE, Member North-West Council, Prince Albert, N. W. T.

PRINCE ALBERT, N.W.T., 26th September, 1882.

SIR,—The enclosed memorial has been handed to me to transmit to your address, for the consideration of the Right Hon. the Minister of the Interior.

I have the honor to be, Sir, your obedient servant,

LAWRENCE CLARKE, *Member North-West Council.*

LINDSAY RUSSELL, Esq., Deputy Minister of the Interior, Ottawa.

To the Right Hon. the Minister of the Interior of Canada :

SIR,—The undersigned have the honor to state that at a public meeting of the settlers at and around Battleford, held at Battleford on the 9th day of September, A.D. 1882, the undersigned were named a committee for the purpose of presenting to the Hon. the Minister the necessity which exists for surveys of land in and around Battleford, in order that settlers may apply for and derive titles for their holdings.

The following facts are presented for consideration :—

1. Actual settlement commenced in the spring of the year 1876, in which year the first farm produce was raised.

2. There are now over 100 farms in actual operation (many with over 50 acres improved, several with 80, and one with over 100), and the fact that in every year, including 1876, the efforts put forth by farmers have been attended with success, the absence of summer frosts, and the abundance of good land, wood and water, prove conclusively the suitability of the neighborhood for settlement.

3. The making of some surveys, by which lines could be ascertained, would, it is respectfully submitted, prove an incentive to greater exertion by those already settled, and offer inducements to many who, consequent upon the absence of survey, would, like others in the past, feel unwilling to risk labor and capital without certainty of title.

4. That the increase in the number of farms would afford employment to many of the Indians in this vicinity, thus providing for their support and relieving the Government of the burden.

5. That several surveyors are at work in the Saskatchewan valley in districts where there are no inhabitants, but so far as can be ascertained no surveyor has instructions to operate at or around Battleford, except Mr. A. G. Cavana, who is engaged laying out a town site.

6. That the formation of the country, the mildness of the winter, and the proverbially light snowfall, render work during the winter months quite practicable.

The undersigned therefore respectfully urge that the Minister may see fit to direct at an early date the laying of and sub-dividing of some townships having the confluence of the Battle and North Saskatchewan rivers for a centre.

S. CLARKE,
P. G. LAURIE,
HUGH RICHARDSON,
E. A. NASH,
WM. LAURIE, *Secretary.*

PETITION from M. A. Macdonald *et al*, of Battleford, N.W.T. :

(*Precis.*)

States that the interests of the residents of Battleford suffering from want of security to enable them to erect permanent places of business and dwellings.

Wants that a survey of the town site and of a few adjoining townships be ordered and proceeded with at once.

BATTLEFORD, N. W. T., 4th March, 1881.

SIR,—I have the honor to present herewith a petition from the residents of Battleford and vicinity, praying that you will be pleased to cause a survey of the town site, and of a few townships in the neighborhood, to be made with as little delay as practicable.

I have the honor to be, Sir, your obedient servant,
P. G. LAURIE.

To the Hon. the Minister of the Interior, Ottawa :

The petition of the undersigned residents of Battleford, in the North-West Territories,—

HUMBLY SHOWETH :

That the town site of Battleford was reserved in the year 1876 by the Government.

That it is the present seat of Government, the headquarters of the North-West Mounted Police on the Saskatchewan, and of Indian Affairs in this district.

That Battleford is situated on the Battle and Saskatchewan Rivers, and is the centre, not only of a large and fertile agricultural country, but of the North-West, politically, geographically and commercially.

That a bridge over Battle River is now in process of construction, which will still further attract travel and business to this point.

That the town site has not been surveyed.

That in consequence of this Battleford has made no real progress, as intending settlers could not build on land reserved by the Government, and not surveyed and placed in the market for sale.

That a number of us are now, and have been, ready and willing to erect substantial residences and places of business, and only wait for the town site to be surveyed.

Your petitioners would therefore ask that a survey of the town site, and of a few adjoining townships, be ordered and proceeded with at once.

And as in duty bound, will ever pray.

Mahoney & Macdonald,
P. G. Laurie,
R. C. McLean,
Donald McLean,
J. Wymirskirch,
John Clisby,
W. C. Gillis,
W. Fennimore,

John Carney,
F. A. Smart & Co.,
John Gilchrist,
Samuel Ballendin,
James D. O'Neill,
Henry Phipps,
J. W. Fisher,
John Morrer,
B. Lafonde,
P. Ballendine,
his
William × Favil,
mark
his
Solemon × Disgardin,
mark
Charles Gervais,
John B. Barr,
L. C. Baker,
Fred. Seeregman,
B. Plante,
Fred. St. Germain,
Andrew Suffern,
John Longmoir,
Robert Young,
Jno. Stuart Macdonald,
J. Little,
E. Gilbert,
W. Ryan,
R. Guthrie,
P. Burke,
W. Parker,
H. Nash,
S. Carruthers,

F. C. Roby,
M. McDonald,
J. Kenney,
W. D. Armstrong,
O. Maundars,
J. Farrell,
L. D. Gildert,
John Meuhort,
T. Macdonald,
W. Latimer,
K. Macdonald,
H. J. Prongua,
D. Lavalley,
P. C. Panbourne,
A. McLeod,
John Pritchard,
Wm. Burke,
James Burke,
Frederick Ballandine,
Wm. Fitzgerald,
G. C. Hamilton,
William Turner,
James Folsder,
M. Chatreau,
J. D. Finlayson,
D. M. Finlayson,
B. Finlayson,
M. Tebo,
J. Pambrun,
Peter St. Luc,
E. Goulet,
T. Clarke,
John Burrett.

(*Telegram.*)

OTTAWA, 5th June, 1876.

To LINDSAY RUSSELL, Winnipeg.

Official letter will be sent. Alex. left Thursday morning last.

J. S. D.

(*Telegram.*)

WINNIPEG, 5th June, 1876.

To COL. DENNIS, Surveyor-General, Ottawa.

Request official letter to telegraph contractors for use of lines, longitude work; has Alexander left?

LINDSAY RUSSELL.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 30th June, 1876.

SIR,—In accordance with the request contained in your letter of the 7th instant, the Chief Engineer of the Canadian Pacific Railway, Mr. Fleming, has been notified to instruct the contractors for the telegraph line to allow Mr. Lindsay Russell the free use thereof for the purpose of determining the longitude of the intersection of the Battle River by the proposed line of the Canadian Pacific Railway; also of the intersection of said railway line by the 103rd Meridian.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

E. A. MEREDITH, Esq., Deputy Minister of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 7th June 1876.

SIR,—I have the honor to inform you that, in connection with the special survey in the North-West Territories now being carried on under the direction of Mr. Lindsay Russell, Assistant Surveyor General, that gentleman has been instructed to determine, during the present season, the longitude of the intersection of the Battle River by the proposed line of the Canadian Pacific Railway also of the intersection of said railway line by the one hundred and third meridian.

This object it is proposed to effect with the aid of telegraphic signals between the points mentioned and Winnipeg, and I am to request that you will be so good as to cause the contractors of the telegraph line to be instructed to allow the line to be used by Mr. Russell for the purpose above mentioned, and advise this Department accordingly.

I have the honor to be, Sir, your obedient servant,

E. A. MEREDITH, *Deputy Minister of the Interior.*

Hon. the Minister of Public Works, Ottawa.

(*Telegram.*)

WINNIPEG, 12th September, 1876.

To Lt.-Col. DENNIS, Ottawa.

Unlikely effect anything this season; line imperfect; too late Edmonton.

LINDSAY RUSSELL.

WINNIPEG, MAN., 5th September, 1876.

MY DEAR COL. DENNIS,—I am getting much disgusted with waiting the putting of the telegraph line in order. It is extremely likely that after expense incurred of sending people to Battle River I shall have to recall them, without having effected anything beyond the survey of the point between the rivers. They—King and Checkley—were not prepared to winter there; it would not be expedient they should. Consequently, the journey will have to be done over next spring.

How would it do to send up, say Reid—and have town plot laid out independently of the township lines, letting the latter but on the townplot outline in whatsoever manner it may befall? Unless I am altogether mistaken, there is but poor chance of any, even determination this season.

The method of sending messages now is to telegraph from here to Swan river, then repeat there to Battleford. The line between here and Swan river is in so bad plight—insulation so imperfect—that it is all they can do from the Winnipeg battery to shove a message through to Swan river. Sometimes barely that in these conditions impossible to carry through to Battleford. There is no good complaining at headquarters; the contractors are doing what they can (in their own interest) to get line in order, but it was so badly put up at first that it seems an endless job; next, they are under no obligation to put it in order. Yet, not until time of handing it over as completed can the Government complain. I heard from A. L. Russell, on arrrival here, that all were well and work progressing satisfactorily. King and Checkley got through with their instructions in good order, their mishaps being confined to smashing a waggon. Should you decide to survey townplot independently, there would yet be time by immediate answering or instructions.

There has been a plentiful harvest, and the most of the grain has, in spite of unfavorable rainy weather, been safely gathered in. Encouragement for settlers, but there is no money in the country, what farmers will do with their surplus when the business of the country is all importing, nothing goes out but the furs and but a moderate portion of their value comes back again. How they can get cash for anything but a small part of the grain they will have to sell, I am at a loss to conceive.

Never saw so continuously bad weather and bad roads in Manitoba since first I knew it.

Yours truly,

LINDSAY RUSSELL.

(*Telegram.*)

OTTAWA, 21st September, 1876.

To LINDSAY RUSSELL, Winnipeg.

No authority yet for survey Battleford. Tell Whitcher Fornire's account settled.

J. S. DENNIS.

TECHNICAL BRANCH, OTTAWA, 28th November, 1883.

SIR,—The standing instructions to surveyors prescribe that river lots shall be numbered down stream from one upwards, separately, in each township, commencing on the left bank first, then on the right bank.

Some surveyors have numbered the lots in a different manner, and others have made lots, part of which is in a township and part into the next one.

Will you be good enough to advise me whether this will interfere with your arrangements, or whether the townships should be re-surveyed.

I have the honor to be, Sir, your obedient servant,

E. DEVILLE, *Chief Inspector of Surveys.*

A. M. BURGESS, Esq., Deputy Minister of the Interior.

TECHNICAL BRANCH, OTTAWA, 26th November, 1883.

SIR,—In reply to your letter of the 23rd inst., in which you ask the names of the rivers in the North-West Territory the frontages of which have been surveyed into river lots, I beg to state that the standing instructions are to lay out river lots along the Saskatchewan, Battle, Bow, Red Deer and Belly Rivers.

Special instructions have also been given to lay out river lots along the shores of Lake Winnipeg and of the islands in it, and also in three townships fronting on Old Man's River.

I have the honor to be, Sir, your obedient servant,

E. DEVILLE, *Chief Inspector of Surveys.*

J. R. HALL, Esq., Secretary Department of the Interior.

OTTAWA, 23rd April, 1883.

DEAR MR. RUSSELL,—I enclose a communication from Father André, Superior of St. Lawrence, N.W.T., upon the question of surveys.

How is it these difficulties recur so often, when it is the rule of the Department to survey around the old surveys without disturbing the occupants? Were the surveyors properly instructed?

Yours very truly,

D. L. MACPHERSON.

LINDSAY RUSSELL, Esq.

(*Translation.*) ST. LAWRENCE, 16th January, 1883.

SIR,—I write you for the purpose of calling your attention to the painfully embarrassing position in which the French half-breeds settled on the southerly banks of the Saskatchewan River are placed.

According to an old custom in Manitoba, they took up their lots, ten chains wide in front by two miles in depth, trusting that the Government, acting on the rule already established, would survey these lands into lots ten chains in width by two miles in depth.

Their surprise may be imagined when they saw the lands along the Saskatchewan measured off into squares of forty chains, without any heed being given to their just claims and protests.

What is the result of this abnormal division? Our half-breeds are overwhelmed with difficulties on account of their land, and this proceeding will now sow division and discord among our people, and will render the Government odious in their eyes, considering it as guilty of a gross injustice towards them.

This survey lamentably mixes things; some lose their land, which is being grabbed by their neighbors; others see the fruits of their industry and their improvements dissipated.

This unhappy state of things could be easily made to cease by giving ear to their just claims. And how can this be refused them when you granted a similar favor to Prince Albert? All the lands along the branches of the Saskatchewan have been surveyed in this manner; everybody was satisfied; and not the least complaint was heard about the survey.

I cannot understand, Sir, why your surveyors should have two different methods of parcelling the public domain; one for Prince Albert, ten chains in width by two miles in depth, which we approve, and which we claim as a right, seeing you have granted it to Prince Albert; the other, of blocking out the land in squares of forty chains, without taking the river nor location of the settlers into consideration. The latter method we protest solemnly against, all of us, and humbly pray, Sir, that you order a new survey, and thus validate our request.

Already the people of this colony have addressed to you a petition on this subject, but the answer, given under your directions, is not one calculated to inspire them with the hope that you would right the wrong of which they complain.

Knowing the difficult situation in which out people are placed, I have resolved to make another effort, which I trust will bring happy results, and I dare to hope that you will accede to their just request, and no later than next summer order a new survey of the lands on the south branch of the Saskatchewan.

By your kindly concurrence in this matter you will do an act of justice to our people and render them a service for which they will ever be thankful.

I have the honor to be, Sir, your humble servant,

FATHER ANDRE, *Superior of St. Lawrence, N.W.T.*
Grondine P.O.

Right Hon. Sir JOHN A. MACDONALD, Minister of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 28th July, 1883.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 22nd March last, B. 1561, enclosing a communication from Mr. Inspector Pearce, asking for advice with reference to the date from which settlement should count in cases where parties have settled prior to survey, but have neglected to apply for entry within the proper time. In reply, I am directed to say that my letter of the 17th instant will have been a sufficient answer to your communication and the enquiries of Mr. Pearce.

I have the honor to be, Sir, your obedient servant,

JOHN R. HALL, *Acting Secretary.*

AQUILA WALSH, Esq., Commissioner of Dominion Lands, Winnipeg.

DEPARTMENT OF THE INTERIOR, OTTAWA, 20th July, 1883.

MEMORANDUM.—With reference to the letters hereunder from the commissioner and from the inspector of agencies, I think we recently wrote Mr. Walsh a letter which covers the whole class of cases alluded to, and instructed him not to take advantage of the neglect of the settlers in advance of survey to give the notice required by sub-section 5 of section 34 of the Act 42 Vic., chap. 31, because of the misleading character of the circular issued from the Department on the 22nd November, 1879.

If my recollection is correct, it would be well to write to the commissioner, saying that the letter in question will have sufficiently answered his communication and the enquiries of Mr. Pearce.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Deputy Minister of the Interior.*

JOHN R. HALL, Esq., Secretary Department of the Interior.

DOMINION LANDS OFFICE, WINNIPEG, 22nd March, 1883.

SIR,—I have the honor to enclose herewith a letter from Mr. Inspector Pearce, in reference to a class of cases brought to his notice on the occasion of his late visit to the Birtle district.

The point is so fully stated by Mr. Pearce as to make any comments on my part unnecessary. I therefore submit the matter for your consideration and decision.

I have the honor to be, Sir, your obedient servant,

A. WALSH, *Commissioner.*

Right Hon. the Minister of the Interior, Ottawa.

OFFICE OF THE DOMINION LANDS COMMISSION,
WINNIPEG, 13th March, 1883.

SIR,—During my visit to Birtle, last week, I was asked by several parties if their time for residence would count prior to date of entry under the following circumstances :—

On the 22nd November, 1879, a circular, copy of which is given below, was sent from the head office to the various local agents :—

"NOTICE.

"It has been brought to my notice that in cases where occupation and improvements have preceded homestead entry the period of settlement duty has been counted from a period prior to that entry.

"This practice is contrary to the Dominion Lands Act, and a further continuance of it cannot be allowed."

Many parties now contend that at date of entry they had occupied and resided upon their lands for some months, in some cases upwards of a year ; but owing to the said notice they did not strictly comply with the provisions of sub-sec. 5, sec. 34, 42 Vic., chap. 31, in so far as furnishing the local agent at time of entry with proof of prior occupation and cultivation.

The recent Order, that time counts from settlement and occupation in cases where parties have so settled prior to survey, has caused these parties to ask that the neglect of theirs be waived.

The whole point hinges on what is held to be the date of survey—whether, at the time, sufficient work has been done in the field to enable a settler to know readily on what particular quarter-section he is located, or the date when the township is opened for entry. If the latter is the correct interpretation of the Act, I think in equity these settlers should receive the benefit of that time—their contention for non-compliance with the strict provision of the Act being a reasonable one. If I interpret the Act correctly, the sub-section referred to is not intended to apply to such cases as the present.

By reading sub-sections 2, 3, 4, 5 and 11 of section 34, in conjunction, I think the whole spirit of the Act, in speaking of unsurveyed lands, is meant to apply only to those cases where, so far as any surveys effected by the Government, the party settling was ignorant of his position. Of course parties can make any surveys they wish, at their own expense, in order to secure themselves from settling on a section owned by the Hudson Bay Company, as in that case the Government would not be bound to protect them.

The clause referred to reads thus:—"Provided that on a survey of a township being made the Government shall not be bound to protect any person found to have settled on land which by law or allotment only made may be claimed by the Hudson Bay Company."

This clearly established in my mind that unsurveyed lands mean those in which the Government have taken no steps to define the position of the various sections. This view is strengthened by sub-section 2, section 22, 42 Vic. chap. 31.

In most if not all the cases which will arise in the Birtle district, settlement was effected after at least two limits of each township had been defined on the ground and in the great majority of them the field work of the entire township was completed—though they were not open for entry until some time after.

I would therefore suggest that you would embody your views on this matter in a report, and refer the whole case to the Minister, for his ruling.

He might deem it advisable to submit the matter to the law officers of the Crown.

I have the honor to be, Sir, your obedient servant,

WILLIAM PEARCE, *Inspector.*

A. WALSH, Esq., Commissioner, Winnipeg.

DEPARTMENT OF THE INTERIOR, OTTAWA, 4th October, 1882.

SIR,—In reply to your letter of the 16th instant, enquiring whether a settler, squatter can procure patent under the provising of sub-section 11 of section 34 of the Dominion Lands Acts, without reference to date of entry, I have the honor, by direction of the Minister of the Interior, to inform you that if the squatter made his entry under and in accordance with the provisions of sub-section 5 of the aforesaid section, and fyled the evidence of occupation prescribed therein, he is entitled to patent.

I have the honor to be, Sir, your obedient servant,

LINDSAY RUSSELL, *Deputy Minister Interior.*

ALFRED CARSS, Esq., Rapid City, Man.

RAPID CITY, 16th September, 1882.

DEAR SIR,—Has the Minister of Justice yet given his opinion as to whether these parties can procure their patents three years from date of settlement, under sub-section 11 of section 34. You will likely recollect talking the matter over with Mr. Newcomb and myself, about four weeks ago. I have written the Deputy Minister of Justice for his opinion, but do not wish delay of answer in regular order, so I write you privately, hoping you will oblige me with an early reply.

Yours respectfully,

ALFRED CARSS.

DEPARTMENT OF THE INTERIOR, OTTAWA, 10th January, 1884.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 14th ultimo, and in reply to state that the applicants should be called upon to explain why they did not make their entries within three months after the land was open for entry, and that if the evidence furnished in each case is satisfactory, the Minister does not see any reason why the issue of their patents should not be recommended.

I have the honor to be, Sir, your obedient servant,

JOHN R. HALL, *Secretary.*

A. WALSH, Esq., Commissioner Dominion Lands, Winnipeg, Man.

OFFICE OF THE DOMINION LANDS COMMISSIONER,
WINNIPEG, 14th December, 1883.

SIR,—I have the honor to request attention to my letter of the 9th October last, B. 2258, having reference to applicants for patent who did not make entry within three months after the land was open for settlement.

Additional cases are occurring of this nature.

I have the honor to be, Sir, your obedient servant,

A. WALSH, *Commissioner.*

Hon. the Minister of the Interior, Ottawa.

OFFICE OF THE DOMINION LANDS COMMISSIONER,
WINNIPEG, 9th October, 1883.

SIR,—I have the honor to request instructions as to whether, under section 28 of the Dominion Lands Act of 1883, a settler upon unsurveyed land is only entitled to credit for prior residence upon his exercising the right of entry within three months from the date the land is open to entry.

Sub-sections 5 and 11, section 34, of the Act of 1879, appears to make the point quite clear, but the new Act seems only to secure the prior right of entry for three months after the lands are open.

I have some applications for patent before me, in which the parties establish residence for a sufficient time to entitle them to patent, but they did not make entry within three months after the land was open for settlement.

I have the honor to be, Sir, your obedient servant,

A. WALSH, *Commissioner.*

Hon. the Minister of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 17th July, 1883.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge receipt of your letter of the 7th instant, B 1957, asking instructions whether the power to ante-date homestead entries may be exercised when applications for patent are made, or only when finally according homestead entry and in reply to inform you that the contention of the applicants, as stated in the sixth paragraph of your letter, is undoubtedly well founded, and in all these cases, where indisputable evidence is furnished of three years *bonâ fide* residence and cultivation, it would be inequitable and unfair, in view of the erroneous construction placed upon the law by the Department for several years, and of the publicity given to that construction, if any person who accepted the situation and failed to do what the law actually required should suffer loss or delay in the issue of his patent.

Carrying out this principle to its legitimate conclusion, it follows that the reply to the last paragraph of your letter would be that the authority may also be exercised when application for patent is made.

I have the honor to be, Sir, your obedient servant,

JOHN R. HALL, *Acting Secretary.*

A. WALSH, Esq., Commissioner Dom. Lands, Winnipeg, Man.

OFFICE OF THE DOMINION LANDS COMMISSIONER,
WINNIPEG, 7th July, 1883.

SIR,—I have the honor to request instructions in reference to a class of applications for patent submitted for my approval.

The applications now pending are made by farmers who were squatters in the Souris district, and whose claims were reported upon by the Land Board during the season of 1882.

These persons make affidavit to the length of residence to entitle them to patent, but their entries have been for a much shorter period. The Minister of Justice has

given the opinion that a squatter upon unsurveyed land, making application for entry within three months from the time the land is open for entry, and submitting evidence of previous occupation and cultivation, is entitled to the benefit of the time covered by such previous occupation.

In the application now under consideration, there is no explanation as to when the lands were open for entry, or whether the applications for entry were made within three months thereafter, and the necessary affidavits as to residence and cultivation fyled. I return them to the agent for explanation and amendment.

It is urged in some cases as a justification for the neglect in fyling the evidence referred to that a notice had been issued by the Surveyor-General that time previous to entry would not count. By reference to my letter of the 22nd March last, B. 1561, enclosing letter of Mr. Inspector Pearce, of the 15th March, B, 1511, you will find the case of this class of persons fully stated.

By Order in Council of the 19th October, 1882, No 541, authority is given the Minister "when finally according homestead entry" to ante-date the entry in cases in which the delay was not the fault of the applicant.

I beg to be instructed whether the authority given by the Order in Council referred to may be exercised when applications for patent are made, or only "when finally according homestead entry."

I have the honor to be, Sir, your obedient servant,

A. WALSH, *Commissioner.*

Hon. the Minister of the Interior, Ottawa.

No. 6678 to 6679. Year, 1883.

Department of the Secretary of State of Canada.

Name—Lieutenant-Governor of North-West Territories.
Addres—Regina, N.W.T.
Date—9:15 October.
Subject—Respecting Government reserves at Regina, Moose Jaw, Mile Belt, *et al* subjects.

Contents.	*Action.*
6678—Letter. 6679—Memorial. PRIVY COUNCIL, Referred to the President of the Council and the Minister of the Interior. JOHN J. McGEE. October, 1883.	15th October, Acknowledged to Lieut.-Governor, North-West Territories, and referred to the Hon. the Privy Council. By Command. J. A. CHAPLEAU, *Sec. of State.*

GOVERNMENT HOUSE, REGINA, 9th October, 1883.

SIR,—I have the honor to enclose you herewith a memorial from the Lieutenant-Governor of the North-West Territories in Council, for the consideration of His Excellency the Governor General in Council.

I have the honor to be, Sir, your obedient servant,

E. DEWDNEY, *Lieut.-Governor, N.W.T.*

Hon. the Secretary of State, Ottawa.

To His Excellency the Governor General in Council :—

MAY IT PLEASE YOUR EXCELLENCY :—

Your memorialists, the Lieutenant-Governor and the Council of the North-West Territories, show as follows :—

1st. That the reservations held by the Government at Regina and Moose Jaw, and the reserve known as the "Mile Belt" reserve, are detrimental to growth and

prosperity, large blocks of land being held by the Government, and settlers being debarred from locating upon them, paralyze the expansive force of this young country, and by bounding the railway by a tract comparatively uninhabited, gives the traveller a false idea of the North-West, and an inadequate and, sometimes, misleading impression of the character of the soil. Your memorialists are aware, too, that many *bonâ fide* settlers have located upon lands included in these reserves, innocent of any order to the contrary, and have, in many cases, been driven from their claims, and in others have been prevented from obtaining those advantages which the inducements held out by the Government led them to expect. Your memorialists, therefore, pray that immediate action be taken to remove these barriers to the development of the country.

2nd. Your memorialists also pray that immediate measures be adopted to determine title to lands that have been over three years in cultivation; that patents issue at once to those entitled to them; that pre-emptions and squatters' claims, settled on prior to the 14th of October, 1879, be allowed at a price in accordance with the Order in Council existing at the time of settlement. That settlers who have entered upon lands prior to survey, and previous to the 14th of October, 1879, at which time there did not exist any distinction between odd and even-numbered sections, and after survey are found to be located on odd-numbered sections, should be allowed their homesteads and pre-emptions on such sections at a price in accordance with the Order in Council existing at the time of settlement.

That settlers on school lands who settled thereon prior to survey, and ignorant of the fact, be afforded security in their holding. That the Government will use its good offices to obtain security for those who have in good faith settled on Hudson Bay sections, prior to survey and after 1873, and in ignorance that they were such sections.

Your memorialists further pray that those half-breeds in the Territories who have not participated in the arrangement to extinguish the half-breed claim in Manitoba should enjoy the same rights as accorded half-breeds in that Province.

3rd. Your memorialists also pray for more extended surveys in the country of the North Saskatchewan that the special settlement survey on the South Saskatchewan, in the parish of St. Antoine, made by Mr. Aldous, Dominion land surveyor, be approved, and that the land agent of Prince Albert be instructed to receive entries for such lands that the lands in the parishes of Grandin, St. Laurent and St. Louis, and fronting on the South Saskatchewan, be surveyed into ten chain lots, it being occupied by settlers in this manner.

4th. That the system of granting of leases of lands in the western grazing districts be discontinued, as injurious, and for the reason that a very large portion of the land so leased is fit and required for actual settlement.

5th. That homesteads cancelled for any cause should be again open for entry, and not held for sale, is, we believe, best calculated to settle the country.

6th. That the safety of documents valuable alike to the Government and the people demand that vaults should be erected in lands and registry offices in the Territories.

7th. That at least two additional stipendiary magistrates should be appointed for the Territories.

8th. That power be given to the North-West Council to incorporate companies having territorial objects, and to enforce ordinances by imprisonment.

9th. That sub-section 2 of section 91, of "The North-West Territories Act" of 1880, be amended so as to vest all trails and highways in the Councils of the North-West Territories.

10th. That the duties on agricultural implements and lumber should be reduced. It having heretofore been the policy of Your Excellency's Government to foster the industries of the country, we feel that the heavy duties imposed on lumber and implements used in agricultural pursuits, together with the heavy rates of freights which must be paid, is calculated to so increase the cost of building and of farming that the effect must be injurious to settlement.

11th. That largely increased sum, should be voted for expenditure on the Saskatchewan River to improve the navigation of that stream, it being the only means of outlet for a very large section of the North-West, and the Canadian Pacific Railway on the south being at such a great distance, making it, as a means of cheap outlet, almost impracticable.

12th. That mining laws and regulations should be assimilated to thoseof British Columbia and Montana Territory.

13th. That the right of pre-emption should not be abolished.

14th. Your memorialists also pray, in view of the very large increase of the population in the Territories and the consequent increased demand for various improvements, that a sum *per captia*, based on the assumed population of one hundred thousand now in the North-West Territories, be given for expenditure by the Lieutenant-Governor in Council, as best calculated to suit the requirements of the people than at present followed.

15th. That the system of granting immense tracts of the choicest lands in the Territories to colonization companies is inimicable to the best interests of the country. Your memorialists therefore pray that no more such grants be made, that the companies now holding the same be compelled to fulfil the conditions imposed upon them, in letter and in spirit and that the agents of the companies be not allowed to act as the agents of the Government in any respect. That granting lands already thickly settled, as in the case of the Edmonton and Saskatchewan Land Company, is contrary to the intention of the Land Act. That the company profits to an undue extent by the energy and forethought of the pioneers of the country, who are prevented from reaping the advantage of their own labor, in that the odd-numbered sections are locked up for speculative purposes, which would otherwise be open for settlement or held for sale by the Government on reasonable terms. Your memorialists therefore pray that Your Excellency's Government will enquire into the matter and redress the above grievances.

16th. Your memorialists believe that the success of the North-West Territories is of such importance to the whole Dominion that the time has arrived when representation for the Territories should be had in Parliament. At the present time the people of the North-West Territories are without representation of any kind, and have to depend solely on petitions and memorials to make their wants known.

And your memorialists will ever pray.

Certified.

A. FORGET, *Clerk of Council.*

DEPARTMENT OF THE INTERIOR, OTTAWA, 15th July, 1884.

SIR,—I have the honor to acknowledge the receipt of your letter of 26th April, respecting the desire of certain settlers on the South Saskatchewan to have their lands surveyed into river lots, and, in reply, to inform you that immediately upon the return of the Deputy Minister of the Interior from the North-West, which is expected to be within a very few days, your letter will be brought to his attention, with a view to immediate action being taken upon the matter.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *for the Secretary.*

LOUIS SCHMIDT, Esq., Grandin, Saskatchewan, N.W.T.

GRANDIN, SASKATCHEWAN, N. W. T., 26th April, 1884.

SIR,—I beg to lay before you the following facts :—

I am one of the settlers on the South Saskatchewan, in the electoral district of Lorne, who, during the last four years, have sent petitions upon petitions to your Department to have their lands surveyed in ten or twenty chains frontage by one or two miles long, as the same has been done for the Prince Albert settlement, on both the north and south branches of the Saskatchewan.

I regret to say that so far our prayer has not yet been granted, nor even an answer of any kind has been given, and I feel bound to say that such a state of things is almost intolerable.

The most part of those settlers, and I am among the number, have lived on and cultivated their lands for over three years, and ought to be entitled to a patent from the Crown. Yet, as they have taken up their lands close to each other, and in the hope of having them sub-divided in river lots, they have not been able to enter them in the lands office.

You see, Sir, in a glance, the real state of things, and I need not occupy your valuable time any longer in entering into more details.

I pray you, therefore, most earnestly, to have the matter remedied to, for the satisfaction of so many loyal subjects of Her Majesty, and of your humble servant.

LOUIS SCHMIDT.

Hon. the Minister of the Interior, Ottawa.

OFFICE OF THE DOMINION LANDS COMMISSIONER,
WINNIPEG, 19th March, 1884.

SIR,—I have the honor to acknowledge the receipt of your letter of the 10th inst., No. 13486, having reference to a communication from the Rev. V. Végréville, missionary at St. Louis de Langevin, near Prince Albert, in which the Chief Inspector of Surveys suggested a mode of dealing with the French half-breed settlers on the south branch, who are desirous of having the lands claimed by them laid out in river lots, and you direct that Mr. Inspector Pearce be instructed in accordance with the said suggestion.

In reply, Mr. Inspector Pearce states that if he, personally, had time to make a survey of those settlers' holdings, he has no doubt that entries could be granted in legal sub-division or fractional parts thereof, so that each person's interest would be as well protected as if laid off in river lots, but that he has not time to do as that suggestion would demand, much as he would like that kind of work. He also states that he thinks, owing to points and bays on the river, it will be found that no regular width of lots will meet the wishes of those people, that their improvements are in all courses, that they seem determined to have their holdings laid out in river lots, and it will be found that they will expect the lines between every lot plainly defined on ground—at least, that is what Mr. Pearce states he inferred from interviews he had with them. Further, he tried to explain to them how their wishes could be met by means of a L. S. survey, or fractional portions thereof; but he fears they did not comprehend what he desired to impart. In fact, it was a matter which he took particular pains to discuss with others, and the better educated portion of the community, and the answer invariably was: "That is plain enough to you, as a surveyor, but it is Greek to us. Those parties are *bonâ fide* settlers, as such have or will acquire title, and if they wish their land laid off in a certain way, why should the Government object? In fact, it is the duty of the Government to survey it, as requested."

Mr. Inspector Pearce further states that neither the agent nor his assistant are sufficiently conversant with surveys to go over the ground and allot those lands by L. S. or fractional portions thereof, and would recommend one of two courses to be adopted:—

1st. To send with agent on the ground a surveyor who can make a rough traverse of improvements on each section, and then entries can be given by legal sub-division, so as to preserve to each man his improvements, as far as possible.

2nd. To lay out in river lots on ground, employing a surveyor of considerable experience in that kind of work. If he or his assistant spoke French, so much the better; and give him sufficient latitude in his instructions, so that he could make the lots of such widths as to preserve to each claimant, so far as possible, his improvements.

In both cases he would suggest the township road allowance be kept open.

If the first course is adopted, he begs leave to suggest that Colonel Sprout, or J. L. Reid, D. L. S., who are now on the ground, be instructed to proceed with the

agent and assist to carry it out, as he thinks time would be saved by so doing—expense also.

All of which is respectfully submitted.

I have the honor to be, Sir, your obedient servant.

WM. PEARCE *for the Commissioner.*

Hon. the Minister of the Interior.

DEPARTMENT OF THE INTERIOR, TECHNICAL BRANCH,
OTTAWA, 12th March, 1884.

SIR,—I am in receipt of your letter of the 10th inst., enclosing copy of a communication from Mr. Wm. Pearce, in reference to river lots in Townships 45, Ranges 27 and 28 west of the 2nd Meridian, and Townships 44 and 45, Range 1, west of the 3rd Meridian.

Some river lots have been laid out in the above townships, but the greater part of the river front has been sub-divided into sections.

Rev. V. Végréville and Hon. Charles Nolin refer, probably, to a promise of the Minister to Rev. V. Leduc and Mr. Maloney, that certain lands would be laid out into river lots.

I do not know whether or not such a promise has been made.

As to the proper course to be adopted, I would refer you to my letter of the 14th ult. (S. 7175) to the Deputy Minister.

I have the honor to be, Sir, your obedient servant,

E. DEVILLE, *Chief Inspector of Surveys.*

JOHN R. HALL, Esq., Secretary Department of the Interior.

DEPARTMENT OF THE INTERIOR, OTTAWA, 10th March, 1884.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 14th ult. (S. 7175), enclosing a communication from the Rev. V. Végréville, missionary at St. Louis de Langevin ; and to say that a copy of your letter, and a translation of that of the Rev. Mr. Végréville, have been sent to Mr. Commissioner Walsh, with a statement that the Minister approves of your suggestions, and a request that the Inspector of Dominion Lands Agencies be instructed accordingly.

I have the honor to be, Sir, your obedient servant,

JOHN R. HALL, *Secretary.*

E. DEVILLE, Esq., Chief Inspector of Surveys, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 10th March, 1884.

SIR,—I have the honor, by direction of the Minister of the Interior, to enclose you copy of a translation of a letter from the Rev. V. Végréville, missionary at St. Louis de Langevin, near Prince Albert, together with a copy of a communication from the Chief Inspector of Surveys, in reference thereto. The Minister approves of the suggestions which are made by the Chief Inspector, and directs me to request you to instruct Mr. Pearce accordingly.

I have the honor to be, Sir, your obedient servant,

JOHN R. HALL, *Secretary.*

A. WALSH, Esq., Commissioner of Dominion Lands, Winnipeg.

DEPARTMENT OF THE INTERIOR, TECHNICAL BRANCH,
OTTAWA, 14th February, 1884.

SIR,—In transmitting the enclosed letter from the Rev. V. Végréville, missionary at St. Louis de Langevin, near Prince Albert, I beg to draw your attention to the

clause stating that last year Rev. V. Leduc and Mr. Maloney obtained from the Government written assurances that the lands occupied by French settlers on the south branch of the Saskatchewan would be laid out into river lots.

I am not in a position to state whether or not such is the case, but I am aware that a similar promise was made for the Saskatchewan, Edmonton and St. Albert settlement.

The wishes of the settlers could easily be met, without inconvenience or prejudice to the Government, by adopting the following course:—

1st. If the Inspector of Agencies, when on the ground, should be satisfied that the great majority of the settlers in a township desire river lots, then he should have power to direct that every homestead fronting on the river in that township shall be composed of four quarter quarter-sections, forming a lot of twenty chains in width by one mile in depth.

2nd. Except when all the occupants of a section prefer having it allotted into quarter-sections, in which case their request should be complied with.

3rd. Except when all the occupants of two sections desire that the lots should be ten chains in width, and should extend two miles to the depth of the two sections, in which case their wishes should also be complied with.

A lot twenty chains wide by one mile deep would be described in the patent as composed of four quarter quarter sections.

A lot ten chains wide by two miles deep would be described as the western, eastern, northern or southern halves of eight quarter quarter-sections.

The areas could easily be found by reference to this office.

I have the honor to be, Sir, your obedient servant,

E. DEVILLE, *Chief Inspector of Surveys.*

A. M. BURGESS, Esq., Deputy Minister of the Interior.

(*Translation.*) PRINCE ALBERT, N.W.T., 19th January, 1884.

SIR,—I have just seen Inspector Pearce, and to my great surprise that gentleman was unable to answer satisfactorily the questions I put to him. He confined himself to advising me to write to you, promising to do so himself at once.

Some twelve years ago settlers located themselves on the banks of the south branch of the Saskatchewan; about the end of the winter, in 1881, the missionary of St. Laurent, west side of river, S. 21, Tp. 44, R. 1, W. 3, being no longer sufficient for the population, which was increasing and extending to a distance, I was directed to establish a new mission at Batoche Crossing, Tp. 43, R. 1, W. 3, about 8 miles above St. Laurent and on the opposite (east) side, which was being more rapidly settled.

The presence of the missionary, coupled with the local advantages of good lands, located on the banks of a great river, caused the settlement to increase wonderfully. On surmounting the difficulties connected with the foundation, I gave my place to a fellow missionary in order to go and establish an easier mission at Prince Albert. But the south branch was constantly calling for me. This time I went down as far as Tp. 45, R. 2., W. 2, on the opposite side from St. Laurent, the south side, for higher up the river makes a right angle. Immigration was already tending to that point and has continued to flow to it ever since. Now the right bank of the south branch is settled uninterruptedly for a distance of some 50 miles, from the Smith reserve, Tp. 46, R. 26, W. 2, to Tp. 38, R. 1 and 2, W. 3.

The intention was to take up river lots, ten chains in front, two miles in depth. The settlers erected houses and other necessary buildings. They laid out fields of greater or less extent, in spite of the uneasiness which, at times, made them drop their implements from their hands, as you can well understand.

When the first surveys were made, five or six years ago, only a few miles were surveyed in the same way as the rest of the country in sections. A base line was drawn for a few miles more, but not a single lot was surveyed within the limits marked.

Since the opening of the land office these poor people have been asking that their lands be surveyed, in order to enable them to enter them and secure the property therein by means of patents.

I myself have several times got Mr. Duck, D.L.S., of St. Albert, to write to Ottawa, and in every case without success; so that I myself lost all hope, and several parties went away, some of them selling their lands for a nominal price and others abandoning them without any indemnity.

In February, 1883, Rev. Father Leduc and Mr. Maloney were deputed to set forth our grievances and present our claims to the Government. They were promised, in writing, that the lands we occupy should be surveyed as river lots ten chains in front by two miles in depth, and that the survey would be made in the following autumn (1883).

The autumn has passed; winter is advancing; what has become of those promises? Has some surveyor been entrusted with the work and failed to perform his duty? To you, Sir, we put these questions, and this is also, Sir, what I ask you to-day.

I do not put these questions merely in my own name, or merely in the name of the two missions I have founded on the right bank of the South Saskatchewan. I repeat what Father Leduc and Mr. Maloney said to the members of the Government in the winter of 1883; I repeat to you what our settlers say to the land agents at Prince Albert; I am the faithful interpreter of the whole population.

Be good enough, Sir, to consider the consequences of a painful delay. The settlers have made settlements, and are making them day by day, without knowing where the lines of their future properties are to pass. These inflexible limits, right-lines and parallels, will traverse fields, pass through houses, cut off farm houses from the fields connected with them. This must inevitably occur where parties have already put up buildings, and wherever buildings are erected, until the survey is made. What serious hardships, what deplorable results must flow from all this! Three-fourths of these miseries might have been avoided had the survey been made when asked for and promised.

I trust, Sir, that the troubles which now press so hardly upon our people may have a speedy end, for one word from you is all that is needed. Be good enough to remind the surveyors appointed to do the work that this part of the country is in more urgent need of the survey than other places which are not yet being settled. And if surveyors have not, as yet, been appointed, there are enough of them in the country to enable you to select some of them and send them to the place, in order to render the people contended and satisfied, so far as it may be possible to do so.

But you will tell me to be patient, and with time all will be well. That I cannot admit. The time is past, and for a two-fold reason. Prince Albert was settled at the same time that this colony commenced. The Prince Albert settlers have long ago had their lands surveyed and received their patents.

Secondly, I would not have it said that there are places in this country where immigrants are treated like Helots. Opposite the mission I am establishing, on the north bank, Tp. 45, R. 27 and 28, W. 2, there are but two families, and already, in the two townships, the sections have been altered to river lots. I see them marked on the maps. Ten years ago a certain number of families settled on the south bank; they now number some thirty families; next summer there will not be room for all who have promised to come, and yet not a single river lot has been surveyed. What would immigrants do if they knew that in this country they are exposed to treatment so flagrantly partial as this?

If I were on the spot I could get this letter signed by heads of families representing a population of 2,000 souls; but I prefer to send it to you at once, hoping to receive your reply before the departure of Mr. Pearce, who might give us a surveyor.

I have the honor to be, Sir, your obedient servant,

V. VÉGRÉVILLE, *Missionary of St. Louis de Langevin.*

CAPT. DEVILLE, Chief Inspector of Surveys, Ottawa, Ont.

DEPARTMENT OF THE INTERIOR, OTTAWA, 10th March, 1884.

SIR,—I enclose herewith copy of a letter, dated the 17th January, from Mr. Pearce, Inspector of the Dominion Lands Agencies, who refers to a petition from settlers on the South Saskatchewan, asking for surveys of the river lots in Townships 45, Ranges 27 and 28, west of the 2nd Principal Meridian, and Townships 44 and 45, Range 1, west of the 3rd Principal Meridian.

Will you please state for the information of the Minister, how this matter stands at present, and what promises have been made to the petitioners?

I have the honor to be, Sir, your obedient servant,

JOHN R. HALL, *Secretary.*

E. DEVILLE, Esq., Chief Inspector of Surveys, Ottawa.

PRINCE ALBERT, 17th January, 1884.

SIR,—I have the honor to report that I was this day called upon by Rev. Père Végréville and Hon. Charles Nolin, in reference to the survey into river lots of the land bordering the south branch of the Saskatchewan River, in Townships 45, Ranges 27 and 28, West 2nd Meridian, and Townships 44 and 45, Range 1 West 3rd Meridian.

They state that the Government promised that this sub-division into river lots would be made last year, and that it has not been done.

At their request I promised to submit the matter to your consideration. They will themselves communicate with you on the subject.

I have the honor to be, Sir, your obedient servant,

WM. PEARCE, *Inspector.*

Hon. the Minister of the Interior, Ottawa.

DOMINION LANDS OFFICE, PRINCE ALBERT, N.W.T., 17th December, 1883.

SIR,—I have the honor to enclose herewith file number 924 of this office, covering a letter from Mr. Louis Schmidt and others, as also a petition signed by a number of the inhabitants of the parish of St. Louis de Langevin, praying for a re-survey of the lands on the River Saskatchewan within the parish into lots of ten chains frontage, on a plan similar to that adopted in the parish of St. Laurent.

As I have already expressed my opinion as to the desirability of such a re-survey, I have the honor to refer you to my previous letters on the subject.

I have the honor to be, Sir, your obedient servant,

GEO. DUCK, *Local Agent.*

Secretary of the Department of the Interior, Ottawa.

(*Translation.*) ST. LOUIS DE LANGEVIN, 9th December, 1883.

MR. DUCK,—Since the annexed petition was made and signed, facts have occurred which are well calculated to increase in a two-fold degree our uneasiness with reference to our lands.

To our knowledge, a person named Thomas Salter has entered a quarter-section of land at your office, and that piece of land, located ¾ mile from the river, was already taken as a river lot, with the work done thereon, on the bank of the river.

We regret that the Government did not inform you of its intention to grant river lots, so that you might not be able to enter at your office lands comprised in river lots.

We hope you will make your Government understand the true position in which we were placed, so that they may put an end to it.

LOUIS SCHMIDT,
BTE. BOUCHER.

(*Translation.*) St. Louis de Langevin, 19th November, 1883.

Sir,—The undersigned farmers, residents of the parish of St. Louis de Langevin, on the south branch of the Saskatchewan, beg to set forth, as follows, their grievances, in relation to the lands on which they are located.

Many of us are here since the years 1873, 1874 and 1875; others, in still greater numbers, since 1880. Each and all of us took up our lands in accordance with the method formerly prevailing on the lands of the Red River and the Assiniboine—that is to say, in river lots.

In the autumn of 1880 we petitioned the Minister of the Interior, at Ottawa, for a special survey into river lots, as was granted to the Prince Albert settlement and to a portion of the St. Lawrence settlement. We all signed that petition, not excepting Michael Canny, who has since entered his lot at your office as a sectional lot, and against whose action we hereby storngly protest.

Since that date, we have sent more petitions, at various times, for the same object, supporting the same with the influence of all persons in authority who took an interest in us, such as Messrs. J. Royal, M. P., D. H. Macdonall, Member North-West Council; L. Clarke, His Lordship Bishop Grandin, and Father Leduc.

Finally, Father Leduc, who had been sent as delegate to Ottawa by the people of Edmonton and St. Albert, showed us the answer of the Government promising a special survey for all located lands on the Saskatchewan. Since then we have waited in vain for the new survey.

As we stated at the beginning, many of us have occupied our lots long enough to entitle us to patents, and yet there has been no way, as yet, of getting them entered at your office.

We beg of you to represent to the Government the grievances herein in part set forth, and urge them to put an end thereto as quickly as possible, for the welfare and peace of loyal subjects of Her Majesty the Queen of England,

Your humble servants,

William Bremner, jun.,	L. S. Letendre,
Maxime Lepine,	Wm. Letendre,
Octave Regnier,	Wm. Swain,
Bte. Boucher,	Elzéar Swain,
William Bremner,	Willie Bruce,
John Oulette,	Ant. Richard,
Chs. Lavallé,	Isidore Boyer,
Isidore Dumas,	Solomon Boucher,
James Short,	I. B. Boucher, jun.,
Ambroise Dumont,	Ls. Schmid,
Eugéne Boucher,	Jos. Dumas,
Henry Smith,	Modeste Laviolette,
Chs. Nolin,	Moise Bremner,
Alade Légaré,	Joseph Bremner,
Norbert Turcotte,	Jonas Laviolette,
Solomon Turcotte,	Alex. Bremner,

George Duck, Land Agent, Prince Albert.

PAPERS AND CORRESPONDENCE

(116*f*)

In connection with Half-breed Claims and other matters relating to the North-West Territories.

To the Right Honorable Sir John Alexander Macdonald, Minister of the Interior for Canada, &c., &c.

The Petition of the undersigned inhabitants of Prince Albert, N. W. T.,—

HUMBLY SHOWETH:

Whereas the rapid growth of Prince Albert, N.W.T., is causing the extension of its borders in every direction, and it is desired that the efforts already made and to be made to effect the same should receive the recognition and the sanction of the Hon. the Government of Canada.

And whereas the lands lying north of the River Saskatchewan (North Branch) at this point originally well wooded, have been almost entirely cleared up for some distance from the said river, and the lands to the east and west are still heavily timbered:

And whereas your petitioners desire to receive from the Hon. the Government of Canada the consideration in time past exercised by them towards settlers upon river lots at several points in Manitoba and the North-West Territories, as well as to the other settlers on the south bank of said river at this point, having each and all improved and built upon the said north bank, some as early as the year 1874, some in the year 1879, and some within the present year.

Your petitioners therefore pray that a survey thereof be ordered by the Hon. the Government of Canada, at the earliest convenience of the Department.

That in order to effect a more speedy and less expensive survey thereof, your petitioners would humbly suggest that Mr. J. Lestock Reid, Dominion Lands Surveyor, residing here, be directed to survey the said lands, and that the same be laid out with a frontage of ten chains and a depth of two miles, as other surveys of river lots hereabout. And your petitioners, as in duty bound, will ever pray, &c., &c.

James Treston,
R. Gaymore,
Jacob Crosford,
Guy Seaton,
Wm. V. Maclise,
John E. Sultiffe,
W. J. Carter,
John C.,
Geo. McKay,
David A. Gibbons,
Duncan A. McGregor,
Thos. Baker,
G. R. McKay,
Thos. Powers,
John Barritt,
Ealrom Olson,
William McKincy,
J. Finlayson, Clerk of Court,
James Mair,
Richard Mair,
Thos. Cameron,
H. Kerman,
R. B. Way,
A. Burns,
W. F. Meyers.

DEPARTMENT OF THE INTERIOR, OTTAWA, 14th April, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter, dated the 25th January last, having further reference to the memorial handed in by you of certain resolutions passed by the inhabitants of

the district of Lorne at a meeting held at Prince Albert on the 18th October, 1881. In reply, I am to inform you that the Minister, among other amendments to the Dominion Lands Act which he has recently proposed for the consideration of Parliament has included a provision for the case of settlers who have complied fully with the spirit of the homestead law before it was possible for them to obtain regular entry. The other points raised in your letter are reserved for the Minister's special consideration.

I have, &c., &c.,

A. M. BURGESS, *Secretary.*

LAWRENCE CLARKE, Esq.,
Member of the North-West Council, Carlton, N.W.T.

16th June, 1882.

SIR,—Referring to your letter of the 27th March last, addressed to the Prime Minister, on the subject of title to land in the Prince Albert district.

I have the honor to inform you that the Minister, among other amendments to the Dominion Lands Act which he proposed for the consideration of Parliament, included a provision to meet the case of those settlers who have complied fully with the homestead law before it was possible for them to obtain regular entry, but it was found impossible to pass the measure through all its stages, and it had to be withdrawn at the last moment, the Minister, at the time, promising that it would be re-introduced next Session.

The Minister expresses the view that the Crown has no power to deal with lands which, by the law, or allotment to the Hudson Bay Company, except in cases when settlers were in peaceable possession before the passing of the Dominion Lands Act of 1872, assigning to the company certain fixed sections in each township.

Squatters who went into occupation of unsurveyed lands previous to May, 1880, when the Act 43 Vic., chap. 26, came in to force, will get their homestead, whether they are found on even sections or on odd, provided they can show that they have been continuously in occupation and cultivating the same up to the time of survey.

Generally speaking, however, each case will be required to be settled upon its own merits.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Secretary.*

His Honor, Lieutenant-Governor DEWDNEY, Winnipeg, Manitoba.

OFFICE OF THE COMMISSIONER OF INDIAN AFFAIRS,
OTTAWA, 27th March, 1882.

SIR,—I beg to suggest that some early action be taken to enquire into and settle the land question in the district of Prince Albert.

I append a copy of the resolution passed at a public meeting at Prince Albert, in October, 1881, which shows the wants of the settlers.

I also send extract of a letter to me from Mr. Macdowall, a prominent resident of Prince Albert, on the same subject.

As this is a very thriving and old established settlement, the sooner the question is dealt with the better, as the longer delayed the greater will be the complication.

I have the honor to be, Sir, your obedient servant,

E. DEWDNEY, *Indian Commissioner.*

Right Hon. Sir J. A. MACDONALD, K.C.B., Stadacona Hall, Ottawa.

The following is a copy of resolutions passed at a largely attended public meeting, held at Prince Albert, N.W.T., 8th October, 1881:—

1. Whereas land was reserved for railway purposes only as late as May, 1881, and previous to that date many *bonâ fide* settlers in the district of Lorne, N.W.T.,

had performed homestead duties on odd-numbered sections—Resolved, that the Right Hon. the Minister of the Interior be requested to grant homestead patents to such settlers.

2. Whereas the price of land for pre-emption and purchase was largely increased in May, 1881, and many persons had settled in the district of Lorne, N.W.T., previous to that date—Resolved, that the Right Hon. the Minister of the Interior be requested to grant to such settlers their land at a price in accordance with the Order in Council existing at the time of settlement.

3. Whereas, previous to the survey of this section of the country, many land claims were taken up, occupied and improved by *bonâ fide* settlers, and on the survey being made, found themselves on Hudson Bay Company's and school lands; Resolved, that the Right Hon. the Minister of the Interior be requested to secure such occupants in their holding.

4. Whereas many persons have been settled on land in this district for three years and more, and have performed the homestead duties required by law, and many persons have bought land from such settlers, depending on the good faith of the Government for security in their holding—Resolved, that the Right Hon. the Minister of the Interior be requested to grant patents to such persons with as little delay as possible.

5. Whereas the Indian title in this Territory has not become extinct, and the old settlers and half-breed population of Manitoba were granted scrip in commutation of such title, and such allowance has not been made to those resident in the territory—Resolved, that the Right Hon. the Minister of the Interior be requested to grant such scrip to those settlers, thus placing them on an equal footing with their *confrères* in Manitoba.

6. Resolved, that no land entries be made unless they are accepted in accordance with the Order in Council existing at the time such lands were taken up.

7. Resolved, that the hon. the member for the district of Lorne be requested to present a copy of the above resolutions to the Right Hon. the Minister of the Interior, and to obtain a reply.

THOMAS McKAY, *Chairman.*

EXTRACT *from McDowall's letter:—*

"Patents for land, if issued, would materially improve the prosperity of the settlement. No banks or other such institutions will open business, as there is no security.

"There is no quantity of money in the settlement in consequence, and therefore trade is carried on under disadvantageous conditions. Farmers live entirely on credit, and consequently have to pay much higher prices for goods than would be the case if they had cash. A much more satisfactory business could be done for cash than on doubtful and extended credit.

"Reasons for asking for patents—Many persons had performed settlement duty, five, four and three years ago.

"At the time they settled land was at $1 per acre; it is now raised to $2. Can they not purchase their land at a price in accordance with the Order in Council existing at the time of settlement, viz., $1 per acre? Those who went to Prince Albert at that time were among the most advanced of pioneers, and if they had stayed in Manitoba they might have had their land at $1, and got their patents long ago.

"If, therefore, they are charged $2, it will be placing a heavy tax on enterprise.

"The land at Prince Albert was surveyed five years ago, but many were settled before survey, consequently some anomalies have arisen, many find themselves on odd-numbered, school and Hudson Bay Company's sections.

"Transactions in land have gone on as though there were security, as the people have had every confidence that they could depend on the good faith of the Government in granting patents and dealing with such cases. Thus, some more difficulties have arisen. A settles on some land, when surveyed, it turns out to be an even-numbered section. He resides three years; does homestead duty, and sells to

B; B resides two years, further improves the land and then sells to C; C is a merchant in the town; he pays a good price for the claim and further improves it, but resides in town attending to his business there. He cannot take the homestead oath, as he cannot reside on the land; no one else can homestead it, as the land is improved, and consequently denied to outsiders. Being an even-numbered section, it cannot be sold. What is to be done? Can C purchase it at $1 per acre? It was taken up when land was that price, and there was no distinction between odd and even numbered sections.

D. H. McDOWALL.

CARLTON, N.W.T., 25th January, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 22nd November last, embodying the reply of the Right Hon. the Minister of the Interior to a memorial, handed in by me, of certain resolutions passed at a meeting of the inhabitants of the district of Lorne, held at Prince Albert on the 18th October, 1881.

With regard to resolution No. 3, it is remarked that:

"As by treaty with the Indians, their title to any portion of the Territory included within the district of Lorne, has been extinguished, this resolution would need explanation."

I would respectfully submit that the Indian title, no doubt, has been extinguished, but evidently not that of the half-breed residents of the North-West Territories.

The Government of the Dominion of Canada have repeatedly acknowledged the right in the soil of the half-breed inhabitants, as is proved,—

By the Parliament of Canada, in 1870, 33 Vic., chap. 3, section 31, as follows:—

"And whereas, it is expedient towards the extinguishment of the Indian title to the lands in the Province to appropriate a portion of such ungranted lands, to the extent of 1,400,000 acres thereof, for the benefit of the families of the half-breed residents, it is hereby enacted that under regulations to be, from time to time, made by the Governor General of Canada in Council, the Lieutenant-Governor shall select such lots or tracts in such part of the Province as he may deem expedient, to the extent aforesaid, and divide the same among the children of the half-breed heads of families residing in the Province at the time of the said transfer to Canada, and the same shall be granted to the said children respectively, in such mode and in such condition as of settlement and otherwise, as the Governor General in Council may, from time to time, determine."

In 1874 the Parliament of Canada passed an explanatory Act to that of 1870, and by 37 Vic., Chap. 20, limit the grant of 1,400,000 acres to the half-breed children of heads of families residing in the Province at the time of the transfer of the country to Canada, and providing for the granting of land scrip to each half-breed head of a family, of the nominal value of a quarter-section $160, resident in Manitoba on the 15th July, 1870.

In all treaties made outside the boundaries of the Province of Manitoba with Indians the half breeds' right to participate therein was acknowledged, and numbers of those people were admitted into treaties.

The Indian Act of 1876, paragraph (*e*) of sub-section 3, specially confirms this right, in these words:—

"3. The term Indian means,—

"1st. Any male person of Indian blood reputed to belong to a particular band.

"2nd. Any child of such person.

"3rd. Any woman who is or was lawfully married to such person."

And in an Act assented to on the 15th May, 1879, styled an Act to amend "The Indian Act, 1876," paragraph (*e*) of sub-section 3, of section 3, of "The Indian Act, 1876" is hereby amended, by adding at the end thereof the words:—

"And any half-breed who may have been admitted into a treaty should be allowed to withdraw therefrom on refusing all annuity money received by him or

her under the said treaty, or suffering a corresponding reduction in the quantity of any land or scrip which such half-breeds, as such, may be entitled to receive from the Government."

In 1879 the Government excluded half-breeds from being admitted into purely Indian treaties, and in the same year, in the general provisions of the Consolidated Lands Act of 1879, in section 125, sub-section (*c*) there is provision made :—

"To satisfy any claims existing in connection with the extinguishment of the Indian title preferred by half-breeds resident in the North-West Territories, outside of the limits of Manitoba, on the fifteenth day of July, one thousand eight hundred and seventy, by granting land to such persons to such extent and on such terms and conditions as may be expedient."

It will be seen, therefore, that from the first enactment, in 1870, to the last, in 1879, the rights in the soil of the half-breed have been recognized by the Government and provision made for the extinguishment of their title.

A very strong memorial on this subject was laid before the North-West Council at its last meeting in June, 1881, and a resolution adopted by that body that the memorial should be remitted to the Governor General of Canada, with a recommendation that His Excellency would be pleased to draw the attention of His Ministers to the grievance complained of.

At Prince Albert, on the 19th instant, I had the honor of reading your letter to a large assembly of my constituents, when much satisfaction was testified for the concessions made by the Minister of the Interior with regard to their lands.

A strong feeling of regret, at the same time, was expressed that the law debarred the pioneer settlers, who had performed all settlement duties prior to the opening of the local lands office, from obtaining immediate patents for their lots, and a confident reliance that on further consideration the Right Hon. the Minister of the Interior would have the law amended so as to allow of this just grievance being redressed.

I have the honor to be, Sir, your obedient servant,

L. CLARKE,
Member N.W. Council for District of Lorne.

LINDSAY RUSSELL, Esq., Deputy Minister of the Interior, Ottawa.

(*Telegram.*)

WINNIPEG, MANITOBA, 1st December, 1881.

To L. RUSSELL.

Have you mailed papers *re* memorial ? Please reply.

CLARKE.

(*Telegram.*)

OTTAWA, 1st December, 1881.

To L. CLARKE.

Telegram was sent you twenty-first and again thirtieth, saying papers mailed to you Winnipeg.

LINDSAY RUSSELL.

(*Telegram.*)

WINNIPEG, MANITOBA, 29th November, 1881.

To L. RUSSELL, Deputy Minister of the Interior.

No despatches in *re* memorial yet ; have you mailed them ?

L. CLARKE.

(*Telegram.*)

OTTAWA, 30th November, 1881.

To L. CLARKE,

Letter was mailed to you, addressed Winnipeg, on the 22nd instant.

LINDSAY RUSSELL.

DEPARTMENT OF THE INTERIOR, OTTAWA, 22nd November, 1881.

SIR,—By direction of the Minister of the Interior, I have the honor to acknowledge the receipt of memorial handed in by you, of certain resolutions passed at a meeting of the inhabitants of the district of Lorne (which you represent in the North-West Council), held at Prince Albert on the 18th October, 1881.

In reply to the questions involved in the several resolutions contained therein, I am to say as follows :—

Resolution No. 1. The holders of the meeting were evidently under a misapprehension as to the date of which the withdrawal of odd-numbered sections from homestead entry was ordered by Government. It was on the 9th July, 1879, that an Order in Council was first passed to that effect, and it was made public in the *Official Gazette*, and generally through the newspapers of the Dominion. Those who were actual settlers previous to that time, and who have since continued to be such, by their own residence on and cultivation of the quarter-sections taken, shall be allowed homesteads and pre-emptions as if the sections on which they settled were still open for this class of entries, but by the law no patent can issue until the expiration of the three years after the date of entry. Nothing short of the authority of Parliament could permit of the patent being granted earlier.

Resolution No. 2. The request contained in this resolution will be granted, so far as concerns quarter sections which have been actually settled upon and improved, on evidence being furnished of the nature of such settlement and extent of improvement, satisfactory to the Minister, being requisite in each case, and the privilege being granted or withheld as the facts may warrant.

Resolution No. 3. As by treaty with the Indians their title to any portion of the territory included within the district of Lorne has been extinguished, this resolution would need explanation.

Resolution No. 4. Answer to the request in resolution No. 4 is included in replies above.

Resolution No. 5. The law provides that in cases where an actual settler occupies and cultivates land in unsurveyed territory, which proves, on survey, to be a quarter-section of school land, he is permitted to obtain homestead entry therefor, other land being selected in lieu thereof for the purposes of school land.

In cases of similar settlement on Hudson Bay Company's lands, the option rests with the company whether or not to surrender the land and accept other in lieu thereof from the Government. Hitherto, in cases of *bonâ fide* settlement in advance of survey, the company has always consented to such an exchange.

In closing, I am to say that the Minister will cause enquiry to be made, through his own officers, with reference to the several subjects of these resolutions, and will, on their report, have such action taken in the premises as may be in accordance with law, and necessary.

I have the honor to be, Sir, your obedient servant,

LINDSAY RUSSELL, *Acting Deputy Minister of the Interior.*

Hon. LAWRENCE CLARKE, Member of the N.W. Council, at Toronto.

(*Telegram from Toronto.*)

OTTAWA, 21st November, 1881.

To LINDSAY RUSSELL, Deputy Minister Interior.

I leave for the west by evening train. Have you mailed despatches? Please reply.

L. CLARKE.

RESOLUTIONS passed at a largely attended meeting representing the entire District of Lorne, North-West Territories, held at Prince Albert, N.W.T., 8th October, 1881.

1. Whereas land was reserved for railway purposes, only as late as May, 1881, and previous to that date many *bonâ fide* settlers in the district of Lorne, N.W.T.,

had performed homestead duties, on odd-numbered sections—Resolved, that the Right Hon. the Minister of the Interior be requested to grant homestead patents to such settlers.

Moved by Mr. Powell, seconded by Mr. Bishop, carried unanimously.

2. Whereas, the price of lands for pre emption and purchase was largely increased in May, 1881, and many persons had settled in the District of Lorne, N.W.T., previous to that date—Resolved, that the Right Hon. the Minister of the Interior be requested to grant to such settlers their lands at a price in accordance with the Order in Council existing at the time of settlement.

Moved by Mr. Miller, seconded by Mr. Spencer. Carried unanimously.

3. Whereas the Indian title in this district or Territory has not become extinct, and the old settlers and half-breed population of Manitoba were granted scrip in commutation of such title, and such allowance has not been made to those resident in this Territory—Resolved, that the Right Hon. the Minister of the Interior be requested to grant such scrip to such settlers, thus placing them on an equal footing with their *confrères* in Manitoba.

Moved by Mr. Erasmus, seconded by Mr. Baker. Carried unanimously.

4. Whereas many persons have been settled on land in this district for three years and more, and have performed the homestead duties required by law; and many persons have bought land from such settlers, depending on the good faith of the Government for security in their holding such land—Resolved, that the Right Hon. the Minister of the Interior be requested to grant patents to such persons with as little delay as possible.

Moved by Mr. Campbell, seconded by Mr. Dilworth. Carried unanimously.

5. Whereas, previous to the survey of this section of country land was taken up and improved by *bonâ fide* settlers, and on the surveys being made they found themselves on school or Hudson Bay Company's lands—Resolved, that such occupant be secured in such holding.

Moved by Mr. Bartlett, seconded by Mr. Deacon. Carried unanimously.

6. Whereas the Lands Office being at last opened— Resolved, that no entries of land claims shall be made until a satisfactory reply has been received to the above resolutions.

Moved by Mr. Delworth, seconded by Mr. Erasmus. Carried unanimously.

7. Resolved that the Hon. the member for the district of Lorne be requested to present a copy of the above resolutions to the Right Hon. the Minister of the Interior, and obtain a reply, to be sent to the chairman of this meeting.

Moved by Mr. McDowall, seconded by Mr. Miller. Carried unanimously.

H. MacBEATH, *Secretary.*

DEPARTMENT OF THE INTERIOR, OTTAWA, 13th March, 1884.

SIR,—Your letter, dated the 8th December last, addressed to the Minister of the Interior, in reference to the settlement of the claims of half-breeds in the Fort Qu'Appelle district was duly received.

The Minister has himself been very anxious to have this question settled, and on the 18th September last Mr. A. Walsh, Commissioner of Dominion Lands at Winnipeg, was instructed to visit this locality and make an investigation into the claims of these half-breeds, and other matters. Owing, however, to an unusual pressure of business, Mr. Walsh has so far been unable to visit this locality, but he has again been written to, and requested to make this investigation at the earliest possible opportunity.

I have, &c.,

JOHN R. HALL, *Secretary.*

T. W. JACKSON, Esq. (Jarvis & Jackson, Barristers, &c.),
Troy P.O., Assiniboia.

NORTH-WEST TERRITORIES, FORT QU'APPELLE, 8th December, 1883.

SIR,—You will pardon the liberty I now take in addressing you privately, when I tell you that it is at the urgent request of a large deputation of half-breeds that I do so. They, in common with the country, have heard of the generally satisfactory settlement of the "mile belt" and "reserve" question, and urge, perhaps with reason, that if their own grievances, upon which the Government have been repeatedly petitioned and memoralized, were brought personally to your notice, some immediate action would be taken. Under any circumstances there would not be very many to deal with, and the settlement of their claims need not be a troublesome one. But there are half-breeds in the Territories who have never received anything from the Government, and who, it has been admitted, are entitled to some consideration.

The new regulations from your Department, I have reason to know, are considered satisfactory, and I beg to be allowed to congratulate yourself and the Government on the solution.

I have the honor to be, Sir, your obedient servant,

T. W. JACKSON, *Member of the North-West Council.*

Hon. Senator MACPHERSON, Department of Interior, Ottawa.

OTTAWA, 19th March, 1883.

SIR,—I beg to return files No. 57126 and 42479, handed to me by your Department, in reference to half-breed and mission claims in the valley of the Qu'Appelle.

Last summer I forwarded a petition from the half-breeds, in reference to their claims in this district, to the Department of Interior, on the occasion of a claim being made by the Qu'Appelle and Ontario Land Company to some of their land.

There are a number of half-breeds in this district who have been settled in the Qu'Appelle valley for many years. These went on their usual hunt for buffalo, returning to their homes at different times during each year; others have settled since 1879, and have remained pretty constantly on their land.

The Dominion land surveys have demonstrated that many of them have been living on the same section, and as land became valuable a scramble was made by land speculators to obtain the right, titles and interest of those settled in the most favored localities.

The sooner the claims of these half-breeds are determined the better, as a number of them are *bonâ fide* settlers and deserve consideration.

These settlers have not claimed their land, as was done in some parts of the North-West, by small frontages, running back some miles, although the bulk of them built their homesteads close to each other, and near the water, where they could easily catch fish. They, however, consider they are entitled to as much land in area as they would have been had they taken up their claims as had been the custom with half-breeds. It is very difficult to suggest a plan for the settlement of their claims, but if the parties are unable to agree among themselves as to a fair division of the properties, the simplest way would be to sell them, and divide the proceeds among the claimants, after deducting the Government price of the land, and giving the claimants the privilege of selecting homesteads on any unoccupied Government land in other localities, for which an immediate patent might be issued, provided they had occupied their old claim for some years.

If the question of the settlement of these claims is to be left to arbitration or to a commissioner, a very careful selection should be made, in the interest of the Government and the half-breeds. A perfectly independent man should be appointed, and one in no way connected with the land speculators in the Qu'Appelle district.

I have the honor to be, Sir, your obedient servant,

E. DEWDNEY.

Right Hon. the Minister of the Interior.

DEPARTMENT OF THE INTERIOR, OTTAWA, 6th July, 1883.

SIR,—I am directed by the Minister of the Interior to send you herewith the enclosed copies of the correspondence concerning the claims of certain half-breed settlers in the Qu'Appelle valley, and to request that you will, at your convenience, investigate and report upon these claims.

I have, &c.,

JOHN R. HALL, *Acting Secretary.*

A. WALSH, Esq., Commissioner Dominion Lands, Winnipeg, Man.

DEPARTMENT OF THE INTERIOR, OTTAWA, 6th July, 1883.

SIR,—In reply to your letter of the 29th of August last, enclosing a petition from sundry half-breed settlers of the Qu'Appelle valley, with reference to their claims to certain parcels of land along the said valley, I am directed by the Minister of the Interior to inform you that the correspondence in this matter has been referred to Mr. Commissioner Walsh for investigation and report.

I have, &c.,

JOHN R. HALL, *Acting Secretary.*

His Honor the Hon. EDGAR DEWDNEY,
Lieutenant-Governor of the North-West Territories, Regina, Ass.

(*Telegram.*)

29th August, 188 .

From Qu'Appelle, viâ Troy, N.W.T, to Sir John A. Macdonald.

Half-breeds holding old claims in valley waited on me to-day, and complain that Osler Land Company are warning them off and claiming their lands; would recommend that this company be notified not to interfere with them; have written.

E. DEWDNEY.

DEPARTMENT OF THE INTERIOR, OTTAWA, 13th September, 1882.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter, dated 29th ult., enclosing a petition from sundry half-breed settlers of the Qu'Appelle valley, with reference to their claims to certain parcels of land along the said valley.

The petition of the half-breeds will be submitted to the Minister on his return to the Department.

I have the honor to be, Sir, your obedient servant,

A. RUSSELL, *for the Surveyor-General.*

Hon. E. DEWDNEY, Lieutenant-Governor N.W.T., Qu'Appelle, N.W.T.

LIEUTENANT GOVERNOR'S OFFICE,
QU'APPELLE, N.W.T., 29th August, 1882.

SIR,—I have the honor to enclose you, under cover, a petition from sundry half-breed settlers of the Qu'Appelle valley, with reference to their claims to certain parcels of land along said valley.

The declarations set forth in the petition are, to my knowledge, generally correct. I have informed the petitioners that I will duly communicate to them your answer in connection with the said petition.

With reference to these claims, I yesterday had the honor to address a telegram to you, and the recommendation therein contained I now beg to reiterate.

As I glean that many of the claims are somewhat conflicting, and in some instances run part on even and part on odd-numbered sections, I would respectfully suggest that either Mr. Commissioner Walsh or Mr. Inspector Pearce be instructed

to examine into and adjust them on an equitable basis, and that without delay, as the half-breeds interested are very uneasy about their holdings, and may be looked upon as the pioneers of the district.

I have the honor to be, Sir, your obedient servant,

E. DEWDNEY, *Lieutenant-Governor, N.W.T.*

Right Hon. Sir JOHN A. MACDONALD, K.C.B.,
Minister of the Interior, Ottawa.

To the Hon. Edgar Dewdney, Lieutenant-Governor of the N.W.T.

The petition of the undersigned half-breed settlers,—

HUMBLY SHOWETH:

1. That as far back as the year 1860, and up to 1879, we settled or squatted on land situate on the banks of the Qu'Appelle River, erected comfortable dwellings and outbuildings thereon, ploughed and cultivated the soil, and, by continual residence, have complied with all the Government conditions.

2. That we have erected a church and school in a central position, built and opened up roads and bridges, and made numerous improvements, which are to-day of great value to the new settler.

3. That the surveys lately made have discovered some of us to be on railway land, now owned by the Ontario and Qu'Appelle Land Company—whose agent has informed us that we must either buy the land from them or move off—in fact, we are informed that they have sold some of the land at present occupied by a *bonâ fide* settler.

4. That we have refused to comply with the request of the Ontario and Qu'Appelle Land Company, and claim a patent from the Crown for our respective pieces of land, or quarter-sections, fully believing that we are justly and legally entitled to the same.

5. We would, therefore, respectfully ask Your Honor to lay our claims before the Right Hon. the Minister of Interior (who, we know will do us justice in the matter), and request his earliest attention and answer.

And your petitioners, as in duty bound, will ever pray, &c.

John Simpson,
his
Antoine + La Roque,
mark
his
Simon + Blondeau,
mark
his
Louis + Flamand,
mark
Pierre Poitras,
his
Baptiste + Robillard,
mark
his
Matthias + Desfarlais,
mark
his
Xavier + Perrault,
mark
his
Antoine + Amelain,
mark
his
Kenneth + McKenzie,
mark

his
Pollyon + Blondeau,
mark
his
Joe + Gosselin,
mark
his
François + St. Denis,
mark
his
Gustave + Brabant,
mark
his
Joseph + Desmarais,
mark
his
Baptiste + Desfarlais,
mark
his
Leon + Nault,
mark
his
Baptiste + Dauphine,
mark
his
Antoine + Fayant,
mark

his
Pierre + St. Denis,
mark
his
Napoleon + Amelain,
mark
his
Joseph + Blayan,
mark
his
Louison + Blondeau,
mark
his
Zaccharie + Blondeau,
mark
his
Baptiste + Roué,
mark
his
François + Perrault,
mark
his
John A. + Cline,
mark
his
Camille + Perrault,
mark
his
Baptiste + Perrault,
mark
his
Chrysostome + Robillard,
mark
his
Andre + Flamand,
mark
his
Maxime + Flamand,
mark
his
Jean + Blondeau,
mark
his
Antoine + Laroque,
mark
his
Antoine + Fayant, jun.,
mark
his
Simon + Blondeau, jun.,
mark
Joseph Marion,
his
Wm. + Fayant,
mark
his
Isidore + Plante,
mark
his
Gustave + Brabant,
mark
his
Edouard + Brabant,
mark
his
Alex. + Brabant,
mark
his
Norman + Welsh,
mark
his
Alphonse + Martin,
mark

DEPARTMENT OF THE INTERIOR, OTTAWA, 22nd July, 1881.

MEMORANDUM.—The undersigned submits for the information of the Acting Minister the file herewith, on the subject of the claims preferred by half-breeds in the North-West Territories to lands or scrip following upon the grants in this behalf made by Parliament to the half-breeds of Manitoba.

In reference to the class of half-breeds who moved from Manitoba to the North-West Territories without having received land or scrip, mentioned by Mr. Lawrence Clarke, the undersigned may state that proofs as to the right of many of these people to participate in land or scrip have been investigated, but the returns did not come in time to enable the persons who would appear to be entitled to participate in the land grant of $1,400,000 acres before the said grant had become entirely exhausted. It remains now for the Government to say whether they will make an additional grant to meet such claims, whether they will issue scrip to meet the demands, or, finally, whether, in view of its being, to a considerable extent, the fault of the parties themselves, that their claims were not made in time, they should be refused altogether.

I have the honor to be, Sir, your obedient servant,
J. S. DENNIS, *Deputy Minister of the Interior.*

Hon. D. L. MACPHERSON, Acting Minister of the Interior.

GOVERNMENT HOUSE, BATTLEFORD, N.W.T., 14th June, 1881.

SIR,—I have the honor to transmit herewith copies of two memorials of Lawrence Clarke, Esq., one relating to the claims of half-breeds now residing in the

North-West Territories, and entitled to land or scrip in the Province of Manitoba, and the other relating to the claims of half-breeds residing, at the time of the transfer, outside of the limits of what became the Province of Manitoba, but being at that time in the North-West Territories.

These memorials were presented to the Council of the North-West Territories at its recent session, and as they relate to subjects exclusively within the control of the Dominion Government and Parliament, I was requested, by a resolution of Council, passed on the 10th instant, to transmit copies thereof to be laid before His Excellency the Governor General, and to express the hope that His Excellency may be pleased to draw the attention of his Ministers to the grievances complained of.

I trust you will have the goodness, at an early day, to bring the subjects to which these memorials refer, under the consideration of His Excellency in Council.

I have the honor to be, Sir, your obedient servant,

DAVID LAIRD, *Lieutenant-Governor North-West Territories.*

Right Hon. the Minister of the Interior.

COPY of a Memorial from L. Clarke, Esq., member of the North-West Council for the Electoral District of Lorne, to His Honor the Lieutenant-Governor in Council.

COUNCIL CHAMBER, GOVERNMENT HOUSE,
BATTLEFORD, N.W.T, 6th June, 1881.

YOUR HONOR AND GENTLEMEN,—The undersigned has the honor to represent, for the consideration of Your Honor the Lieutenant-Governor in Council,

That there are residents within the North-West Territories, in various settlements, but more particularly, so far as the personal knowledge of the undersigned extends, about Edmonton, Carlton, Duck Lake, St. Laurent, Prince Albert and Qu'Appelle, a number of half-breeds who were residents in what is now the Province of Manitoba, at and before the 15th day of July, 1870, but who, in the interval between this date and the distribution of the scrips and lands specially provided in the terms of transfer, had removed from their residences, and are now living in the North-West Territories.

That the undersigned, from such information as he has been able to collect, is quite convinced the total number of the above described class of half-breeds is not large, and that proof of their claims has long since, in the majority of cases, been taken by Mr. Ryan, before his commission lapsed, or since by the local land agents, and which proof, for some time back, has been in the possession of the Department of the Interior at Ottawa.

That these half-breeds, in many instances, were not aware of the sittings of the commissioners in Manitoba being limited in point of time, and in nearly every instance, even had they been aware of such being the case, were not possessed of means to bear the expense consequent upon attendance thereat.

That the general feeling of the community is that these half-breeds, possessing even rights with those who have already received scrip or grants of land in Manitoba, have not had that measure of justice meted out to them to which, by the terms of the surrender, they were entitled.

The undersigned considers the subject as one of considerable importance, very desirable for the peace, welfare and good government of the Territories, and should be taken up and adjusted by the Dominion Government with as little further delay as possible.

And therefore the undersigned respectfully recommends that with the approval of Council Your Honor may see fit to bring the subject of dealing expeditiously, equitably and finally, with the claims of the class of half-breeds above mentioned, under the notice of His Excellency the Governor General.

I have the honor to be, Your Honor and gentleman,

Your most obedient servant,

L. CLARKE,

Member North-West Council for Electoral District of Lorne.

Certified—A. E. FORGET, Clerk of the Council.

His Honor the Lieutenant-Governor in Council, Battleford.

COPY of a Memorial, from L. Clarke, Esq., Member North-West Council, for the Electoral District of Lorne, to His Honor the Lieutenant-Governor in Council.

COUNCIL CHAMBER, GOVERNMENT HOUSE,

BATTLEFORD, N.W.T., 7th June, 1881.

YOUR HONOR AND GENTLEMEN,—The undersigned has the honor to represent:—

That a feeling of dissatisfaction and discontent exists among the half-breed element of the North-West Territories.

That such feeling has arisen from what these half-breeds consider a disregard of their rights, and in the opinion of many, whose standing in the country gives such opinion weight, has, to some extent, at least, increased the difficulties encountered by the Dominion Government in their dealing with the Indians, between whom and the whites the half-breeds form a distinct class, possessing, as a rule, great influence over the Indians.

That the half-breeds have always been recognized as possessing rights in the same soil, subject to which the Dominion accepted the transfer of the Territories, and while ample provision has been made for those resident in Manitoba on the 15th July, 1870, nothing, so far, has been done towards extinguishing that portion of the Indian title to lands in the Territories outside of the Province of Manitoba, as originally formed by the Act of 1870.

The undersigned further draws attention to the fact that by law the half-breeds are excluded from the benefit conferred upon Indians.

That the undersigned has been given to understand several petitions from various quarters have been presented to the Dominion Government on the subject of the half-breeds particularly referred to, but no notice taken thereof.

That the undersigned knows that a considerable portion of these half-breeds were and are still residents of the electoral district of Lorne, and feels, as the electoral representative of that district, his duty to bring under notice their grievance, in the hopes that some action may be taken at an early day towards removing what seems to be just cause for complaint.

The undersigned recommends that through Your Honor in Council the attention of His Excellency be respectfully drawn to the subject, and he be memorialized to direct the attention of his Ministers to the position of the half-breeds, who, at the transfer to Canada were and still are residents of the North-West Territories, and have not become parties to Indian treaties, and the taking of such steps as may lead to a speedy adjustment of the grievances they labor under.

I have the honor to be, Your Honor and gentlemen,
Your most obedient servant,
L. CLARKE,
Member North-West Council for the Electoral District of Lorne.

Certified—A. E. FORGET, Clerk of the Council.
His Honor the Lieutenant-Governor in Council, Battleford.

OTTAWA, 13th January, 1880.

DEAR COL. DENNIS,—Having passed three years in the North-West, and during that period seen a good deal of the half-breed population, the following, induced by the remarks of the Right Hon. the Premier, in my presence, last Saturday, may not be out of place, the subject of dealing with the half-breed element of the North-West being, as I then gathered, intended for early discussion:—

1st. These half-breeds claim and insist that as a distinct class they have a share in the Indian title to the lands outside of Manitoba, which has not been extinguished, and, as such distinct class, entitled equally with the half-breeds of Manitoba to special consideration. That grounds exist for such contention appears by reference to statutes of Canada, 1870, chap. 3, sec. 31.

2nd. Admitting these half-breeds might (as some few have, but now regret) join in the Indian treaties, I am convinced such a contingency is not only not probable,

but that, if requested, they would reject the offer; besides, I do not think their joining in the Indian treaties would be in the public interest, but decidedly the opposite.

How best to deal with the element has, as you are aware, been considered, and you already hold my views on the subject.

I may, however, be permitted to express the opinion, that opportunities now present themselves for removing the dissatisfaction existing among these people, and securing their good will towards the Government, because: 1st. Their former occupation as hunters is gone. 2nd. They are as a class destitute. A further reason for urging, as I respectfully do, early action, is that they are scattered among the Indians, and latterly subjected to the evil influences of leading spirits of the Manitoba troubles of 1870, who, during the past season, have been traversing the country, doing at least "no good."

I am faithfully yours,

HUGH W. RICHARDSON.

Lieut-Col. Dennis, Deputy Minister Interior.

Ottawa, 1st December, 1879.

Memorandum.—I have carefully read over the propositions contained in fyle 208, as requested by the Deputy Minister of the Interior, and submit the following ideas upon the printed remarks of that official:—

Col. Dennis suggests three courses for dealing with the half-breed element of the North-West, but very properly, as I think, disposes of two numbers—one and two—as impracticable, as number three suggestion is, I think, the only satisfactory way of meeting the difficulties which seem to beset the Government.

As soon as steps are taken to ascertain the number of half-breeds in the Territories who have not already shared in the Manitoba grants, the scheme suggested by Col. Dennis, in the conclusion of his memorandum, could, I think, give satisfaction generally.

I differ, however, with Col. Dennis on one or two details. I do not think that greater educational facilities should be given to them than to the other settlers; and if it be that they are to be provided with schools and teachers without contributing any portion of the expense, the white population will, I think, have fairly just grounds to claim similar rights, and to grant this would not be practicable at present. Reduced to few words, my idea on the educational point, would be a general scheme applicable to all, by which the Government, on the establishment of schools in settlements, should contribute a fair proportion of the cost of maintenance.

It should not be overlooked, in this connection, that the North-West Territories Act of 1875 has introduced into the Territories, the Separate School system. See North-West Territories Act, 1875, section 11.

I do not think that it would be necessary to provide teachers to instruct these people how to raise and care for stock, because there is hardly a family in which such is not understood, and it is from these people the whites learn how to take care of stock in that climate.

I have also to state that I have read Archbishop Taché's remarks, and differ with him in the mode suggested for settling down half-breeds. His Grace limits the proposed settlements entirely to the formation of small colonies.

My experience of three years goes to show that while, as a rule, it is very desirable to have these isolated settlements or small colonies, yet there are here and there occasional instances where the half-breed families prefer locating themselves in the neighborhood of existing settlements and acting independently.

A scheme being adopted for the assisting of these half-breeds might be very readily extended, so as to give a proportionate share in the shape of implements and seeds to families preferring independent locations.

Of course the land itself should not be granted to these people for at least a long term of years, and then only in cases where farms have been established. The time limited (three years) for acceptance of the scheme is, I think, ample for every purpose.

HUGH RICHARDSON.

DEPARTMENT OF THE INTERIOR, OTTAWA, 17th April, 1879.

SIR,—I beg to acknowledge the receipt of your communication of the 13th ult., expressing your general approval of the suggestion contained in my confidential memorandum to the Right Hon. the Minister of the Interior, respecting the half-breeds of the N.W.T., copy of which I forwarded to you in December last, and conveying, further, your views respecting the policy which should be pursued toward that class of the population.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS, *Deputy Minister of the Interior.*

His Honor the Lieutenant-Governor of the N.W.T., Battleford, N.W.T.

GOVERNMENT HOUSE, BATTLEFORD, N.W.T., 13th March, 1879.

SIR,—Your letter of the 27th December, covering a copy of your confidential memorandum to the Minister of the Interior, respecting the half-breeds of the Territories, was not received until the 24th of February. The first out-going mail since will leave here in a few days, and though the business of the parliamentary session will probably be nearly concluded before this letter reaches you, yet it may not be too late to express my general approval of the suggestions contained in your memorandum.

If a number of half-breeds would express the desire to settle down at once together, I most certainly think that land should, for a short time, be reserved to them for that purpose. But I believe it would be a mistake to thus lock up land for a longer period than two or three years.

The North-West Council did not recommend that the half-breeds should be provided with school teachers at the expense of the Dominion, but if the General Government can undertake this duty, and especially if the teachers selected are able to instruct the people in raising stock and in practical agriculture, I feel certain that the members of the Council would consider that a great difficulty had been met in a liberal spirit.

With respect to industrial schools for this country, I have doubts whether their benefits would be commensurate with the cost. At any rate, some time must elapse before their advantages would be felt. The wants of the Indians and half-breeds are pressing, and it appears to me that the same money that would support industrial schools could, in the meantime, be better employed in hiring a few practical men to go at once in the reserves and teach them how to plough, sow and save their crops, in order that, if possible, starvation in its worst forms may be averted.

I have the honor to be, Sir, your obedient servant,

DAVID LAIRD, *Lieutenant-Governor North-West Territories.*

Colonel DENNIS, Deputy Minister of the Interior, Ottawa.

WINNIPEG, MAN., 1st March, 1879.

MY DEAR COL. DENNIS,—I could not see the Hon. James McKay before yesterday. He received me in his room, and what with his rheumatism and his wife's death, he seemed much broken. He asked for another interview, and fixed Monday as the day he would like to meet me, as he wanted a little time for consideration. His knowledge of the whole question is perfect. I think, however, some of his ideas and plans are not the outcome of the standpoint of public policy pure and simple. I leave here on Tuesday morning, if the train runs. This week it did not run for three days, that I am told some arrangement which will secure more regularity has been made. I have now seen everybody who could give me any information. Quite a number have called on me. Some of the testimony is conflicting, but I think my ideas of the situation are full and correct.

I am yours sincerely,

N. FLOOD DAVIN.

WINNIPEG, MAN., 22nd February, 1879.

MY DEAR COL. DENNIS,—I have not yet, owing to the illness and death of his wife, had an interview with Hon. J. McKay. I have seen everybody else of importance here. I wish I could see some Methodist authority, also a church of England authority. My interviews with Archbishop Taché and Father Lacombe are not concluded, because they have not yet been able to make up their minds. Both are wholly opposed to Qu'Appelle. I hope some time next week to meet Mr. McKay (who sent me a message to-day) and to conclude my labors. I received your letter and suggestions, for which, thanking you,

I am yours sincerely,

NICHOLAS FLOOD DAVIN.

Hon. COL. DENNIS, Deputy Minister of the Interior.

2 LITTLE DEANSFORD, WESTMINSTER, S.W., 15th February, 1879.

DEAR COLONEL DENNIS,—Your confidential paper on the half-breeds of the North-West came by a later mail.

I am afraid that my knowledge of them is too limited to give much value to anything I can say.

I suspect the great difficulty will be actually to bend their minds to the taking of farming as their life work. They will be inclined always to choose a location rather for its opportunities for hunting and fishing than for good soil or farming capabilities. They need then, above all, at the fort, a wise and trusted adviser to guide them right in their choice of settlement. Still, I should be averse to any setting apart of reserves for them, either on their own account or that of the Government. I think they are as entitled to a free choice of the whole land as any other settlers, but not to the tying up of choice land to suit their whim. Still there would be a great advantage to them to be grouped together. The hiring of a teacher would be much for the advantage of the country in helping their settlement. In their case it might be well to encourage grouping, by restricting the promise of a teacher to a group of fifty or more families. I think the giving of such a teacher would be a great help and a great inducement for settling. If the Government do it not in the way of giving a saw or a coat to a chief, but with a sense of its importance and the time to fulfil, as far as they can, the promise. I confess that, as far as I understand the matter, the promise of a teacher under the Indian treaties has scarcely been fulfilled. The Government seem to feel themselves at liberty to deal out rules that virtually make the promise inoperative.

The band at Islington, on the Winnipeg River, had the promise of a teacher. The majority are christians. Quite a few families have already settled. But the Government made a regulation that if the number of children were under, I think, twenty-five, there should only be a grant of $100. A grant of only $100 in those wilds would, ordinarily, be equivalent to a refusal of a teacher. It would only be of use as being supplemented by a gift from a missionary body. But can such be the natural meaning of the promise of a teacher?

Again, in the Indian settlement only one grant was allowed, though there was a large population, with many children, scattered over many miles, requiring several schools. Probably in this case the letter of the treaty was fulfilled, but was the spirit or the policy that dictated the offer of a teacher? The Local Government grant in Manitoba allows the full grant to any new settlement having 100 children. Should the Government of the Dominion, after its promise and its policy, act in so niggardly a spirit with the grants for teaching? Now, we hope we have secured a very experienced American clergyman to take charge of the missions at the Sioux reserve, just outside Manitoba. He is to arrive in June. Both he and his wife have been seven years over a Sioux mission, and speak Sioux. I am sure it would greatly help what is so important for the country—the settling of the Sioux. If the Government would so far work with us as to provide a teacher in farming with us, but such a

teacher is surely as much needed in the early days, when settlers have to be attracted and encouraged to settle, and taught agriculture, as when there is a settled community that is living by farming, and can afford 50 children or 60 children. When should the Indians have a teacher for farming but when they begin? Surely not when, by other means, they have already had some teaching. I mention this because I think your suggestion is most important, only to be important it must be the result of a deliberately-weighed policy to be effectively carried out, and not as far as possible, for economical reasons, to be neutralised.

I feel gifts of implements and seed are necessary at first and may have to be partially renewed, but the less of such gifts the better. They are apt to do mischief; but competent teaching and help in education and farming, &c., would, to my mind, be a great boon and blessing.

I am, Dear Col. Dennis, very sincerely yours,

R., RUPERTS LAND.

Col. Dennis, Deputy Minister of the Interior.

Washington, D.C., 7th February, 1879.

My Dear Sir John Macdonald,—I drop you a line just to let you know how I am getting on. I arrived here on Thursday morning, and in the afternoon presented the introduction to Sir Edward Thornton, who received me very kindly and asked particularly about you. In the evening he sent to my hotel a letter with some introductions, which I have found useful. The Hon. Carl Schultz took considerable interest in our project, and having talked with me a considerable time, sent me to the Indian Commissioner, with whom I spent the greater part of a day. He had to start for New York before he could give me all the information I required. Before doing so he made an appointment for me with the leading men of the Cree and Cherokee nations, with whom, to-day, I have had a long conference. I have got from them a great many facts bearing in a striking manner on my mission. Mr. Hayt, the commissioner, will be back on Monday, when I hope to meet him at 10 a.m., and having gathered what further information he has to impart, I will leave for St. Paul, which is the most distant point a ticket is issued for here. I dropped into the Senate and also into the House of Representatives. In the Senate I heard a "smart man" read his printed speech, while some sixteen senators chatted in small groups.

I am, my dear Sir John, yours sincerely,

N. FLOOD DAVIN.

Dear Col. Dennis,—In accordance with the request of your letter of the 23rd ultimo, I have considered, with the greatest attention, your "remarks on the condition of the half-breeds of the North-West Territories," and beg to submit the following observations on the same subject, expecting that you will be kind enough to bring this document to the notice of the Right Hon. Sir John A. Macdonald.

I will divide my observations as follows:—

1st. The importance of the half-breed question in the North-West.
2nd. What ought to be avoided when alluding to the half-breeds.
3rd. Grant of lands.
4th. Help in farming to be given.
5th. Schools.
6th. Industrial schools.
7th. Speedy settlement of the whole matter.

Allow me to use many of your own words in the expression of my convictions:

1st—*Importance of the Half-breed Question.*

It must be freely admitted that the half-breeds of the North-West have a claim to favorable consideration. Great uneasiness is felt by them in consequence of no steps having yet been taken in their behalf. A liberal policy on the part of the

Government would attract to its side a moral and physical power, which the present critical relations of the various tribes of Indians towards each other, and towards the Government, would prove of the greatest value to the Dominion. On the other hand, the half-breed element, if dissatisfied, would turn a standing menace to the peace and prosperity of the Territories. There is no doubt that the state of affairs in the Territories in relation to the Indians and half-breeds is calling for the serious consideration of the Government, and measures should be adopted to cultivate and maintain relations with the half-breed population calculated to attach them to us.

The formidable Indian question has not yet arisen in our midst, owing, largely, to the influence of the half-breed element. The disparition of the buffalo, and especially the extension of the settlers in the Indian country, are preparing difficulties which may be avoided, I hope, but which would otherwise involve such terrible and expensive results that it is the duty of all the friends of the Government, and of the country, to do all in their power to prevent such misfortune.

The result depends, in a great measure, on the way the half-breeds will be treated. Friendly disposed, they will mightily contribute to the maintenance of peace; dissatisfied, they would not only add to the difficulty, but render the establishment of the country the next thing to an impossibility.

2nd—What ought to be avoided when alluding to Half-breeds.

It is important in public documents to avoid to compare the half-breeds with the Indians, and it is not just to say that a certain class of them differ but little, except in name, from the Indians. They have not the tastes, habits and instincts of the Indian. They are hunters, traders or settlers, but no portion of them can be classified with the savages of the plains.

The settlements of Edmonton, St. Albert, St. Ann, St. Laurent, Victoria, &c., &c., depend for their living partly on farming and partly on hunting. Those at Wood Mountain or the Cypress Hills, &c., do not farm at all, and are supported by the chase and trade; but none, as a class, ought to be compared to the wild Indians, as very little better able to take care of themselves, but they ought to be spoken of as a Christian people, and they are, in fact, more polished, more honest and more civilized than many in certain classes of the most advanced communities.

Common lumbermen, fishermen, sailors, &c, as a class, are much more rough in their manners, and have no more idea of thrift than most of the half-breeds of the plains. They are, however, never represented as being in a semi-barbarous state, nor as semi-savage. Farming, although so desirable, is not the sole condition in the state of civilization.

The half-breeds are a highly sensitive race; they keenly resent injury or insult, and daily complain on that point. In fact, they are daily humiliated with regard to their origin, by the way they are spoken of, not only in newspapers, but also in official and semi-official documents. Lord Dufferin felt the injustice, and tried to repair it, as shown in his parting speech when leaving Manitoba.

As a rule, new comers to this country do not spare the feelings of the half-breeds, and many sad consequences result from that habit. As the tone is to be given by the Government, I take the liberty to say that it is important that public documents or the instructions given to officials, instead of conveying an unfavorable idea of the half-breeds, should be marked by courtesy and an agreeable appreciation of the services rendered by them.

3rd. Grant of Land.

Everyone acknowledges the desirability for the half-breeds to settle definitely on lands to cultivate them. Here is a scheme I take the liberty to propose.

(*a.*) I esteem the half-breed population actually in the North-West to number about twelve hundred families. Let the Government make twelve reserves for them, in the very places the half-breeds themselves will like to have them.

(*b*) Each reserve should be for one hundred families at least, and contain an area of twelve square miles of available land—that is to say, the extent of four townships.

(*c.*) All the half-breeds, men, women and children, residing in the North-West on the 1st January, 1879, ought to receive two non-negotiable scrips for eighty acres of land each, to be located by them in any one of the twelve above mentioned reserves.

(*d.*) Said lands could neither be sold, mortgaged nor taxed before they should have passed through the hands of at least the third generation of those who receive them, or of their representatives. I say, at least, because I am strongly inclined to believe that it is desirable that such land be entirely unalienable; and such an idea cannot seem unreasonable to those who consider the advantages deriving from a similar policy with regard to real and unalienable estates of noblemen. Raise the half-breeds to the condition of landlords; you will thereby confer a real benefit on them, and we will not see a repetition of the regrettable occurrence which took place in Manitoba.

(*e.*) The only traffic of land which I would like to see allowed would be the exchange of a full lot for another full lot between two half-breeds, even if it should be in different reserves. That would be no encouragement to speculators, but great facility to the half-breeds, especially when they marry.

(*f.*) In the settlements already formed the half-breeds ought to be confirmed in the possession of the lot or lots they claim and on which there are improvements, even which is very rare, when they claim more than one hundred and sixty acres. When the lots claimed are less than one hundred and sixty acres, scrip for the balance ought to be given.

(*g.*) I say that two scrips of eighty acres each ought to be given to every half-breed, and I say so because I think it desirable and, in reality, very much desired by the half-breeds themselves, that a slight modification be made in the survey of lands put aside for them. Let the townships, sections and the roads be laid out as elsewhere, but I would recommend that the sections should be sub-divided into eight lots of ten chains by eighty. By such mode of dividing, along a road of six miles or two roads of three miles, you may locate ninety-six families; consequently, the hundred, or about, families of one reserve could have all their houses close to one another and be all at only a reasonable distance from the church and enjoying great facilities for schools.

(*h.*) The heads of families ought to have, during three years, the choice in the best row or adjacent rows of lots, according as they enter upon the reserve or locate their scrips thereon. After three years the balance of the reserve ought to be allotted between the women and children for their respective two scrips, and the heads of families for their unlocated scrips.

Eighty acres of land is plenty, for many years to come, for the half-breeds to cultivate. Several of them have already large herds of horses, and will raise cattle, so they need a considerable tract of uncultivated land for grazing. The mode of division I propose would amply supply that want, in rear of the occupied part of the reserve.

(*i.*) In every six square miles of a reserve the Government ought to keep, near the most convenient point, one lot (eighty acres) for a church and its dependencies, a certain number of lots for school houses and a couple of lots near the church lots, to sub-divide into village lots, to be ceded to strangers coming to settle in the reserve to exercise their profession or trade.

4th—Help in Farming to be given.

Aid in farming implements and seed grain would be surely an inducement and a great help to begin to farm, but I am not prepared to say that it is advisable that such aid be given in all cases. Judicious enquiry is to be made first; and I think it would be sufficient, for the present, that the Government should be empowered to meet the wants of the half-breeds to a reasonable extent. Two or more inspectors ought to be appointed by the Government, to study and examine the reserves of the half-breeds, remain with the inhabitants and make known their wants to the Government. The selection of such inspectors is perhaps the most important point of the

whole scheme proposed. They ought to be men of the most respectable character, of the same religious persuasion as the inhabitants of the reserve entrusted to their inspection. They ought to be half-breeds or, at least, well known friends of half-breeds. Their judicious co-operation, with that of the missionaries, would secure to the Government the most reliable information with regard to the actual wants and the way to alleviate them, as well as the encouragement to be given occasionally. The presence of such men in the reserve would command confidence to the half-breeds, and the result would amply compensate the expenses incurred for the maintenance of the gentlemen on a respectable footing. I take the respectful liberty to say that the appointment of these and such inspectors is so momentous that the Government cannot over-value it.

5th—Schools.

Schools ought to be established in every reserve, and in such number as to meet the requirements of the population. Should the scheme I propose, with regard to the division of the land, be adopted, one school would be sufficient for every fifty families.

For a number of years these schools would have to be supported entirely by the Government. I should say: give the missionaries the money necessary for the establishment and maintenance of such schools, and let them provide schoolhouses, teachers, &c. Surely the Government cannot dread the action or influence of those who devote their whole life to the welfare of the half-breeds.

The inspectors of the reserve, if chosen as above mentioned, might be appointed as superintendents of education for the schools of the denomination to which they belong; and if the Government do not find sufficient security to ascertain the benefit derived from the money given for schools, a board of education might be nominated, on the principle of denominational schools.

6th.—Industrial Schools.

I think the establishment of industrial schools for boys would necessitate a large expenditure of money without securing the desired result. The half-breeds are very handy, ingenious, good working men, and in many ways more skilful than most of the farmers of other countries. The use of agricultural implements and even the repair of the same is no difficulty for them. It is not the theory in farming they need; it is the practice. The moment they make up their minds to cultivate, they succeed at once. I have often seen beautiful fields ploughed and sowed by buffalo hunters. So that the real want of the population is not to have their boys brought up in industrial schools, and I am afraid the young lads themselves would not remain long under such tuition.

Industrial schools for females appear to me under quite a different aspect. They are wanted and they are possible. Females brought up on the plains have no training whatsoever for the different industries required in a farmer's house; and a farmer cannot till the soil with profit if his wife does not know how to utilize the resources a farm affords to domestic industry. The experiment has been made in Manitoba, and several families have benefited by the industrial schools established for girls at St. Boniface, and a number of young persons have remained with pleasure and advantage in such schools.

I would therefore recommend the establishment of industrial schools for girls at the most important stations.

7th—Speedy Settlement of the whole matter.

It is desirable that the half-breed question should be decided without any further delay. The required legislation ought to be passed in the coming Session of the Legislature. Immediately after inspectors ought to be appointed, and I would particularly recommend Mr. Angus McKay as one of the inspectors. Surveyors will have to be sent to the Territories next summer to mark immediately at least the outside lines of the reserves, with one or two rows of lots. Other details may come

afterwards, provided they be not delayed unnecessarily. There is no doubt the difficulties increase with the delay.

Such are, Dear Sir, my views, and those, I dare say, of all the true friends of the half-breed population of the North-West. I respectfully submit them to your favorable consideration, and I hope you will join with us in recommending their adoption to the Right Hon. the Minister of the Interior.

I remain, with respect and esteem, yours truly,

† ALEX., *Archbishop of St. Boniface, O.M.I.*

St. Boniface, 29th January, 1879.

21 Beresford Road, Highbury New Park,

London, Eng., 18th January, 1879.

My Dear Col. Dennis,—I have to acknowledge the receipt of a copy of your "remarks on the condition of the half-breeds of the North-West Territories," addressed by you as a confidential communication to the Right Hon. Sir John A. Macdonald, Minister of the Interior; and I beg to express my thanks to the Right Hon. gentleman for his courtesy in inviting my remarks on the subject of your paper.

First of all, I wish to state generally that I thoroughly sympathize with you in the anxiety you show to conciliate the half-breeds of the North-West Territories. The Plain Crees and the Blackfeet have been but recently reclaimed from a state of constant warfare between themselves, by the introduction of the Mounted Police force; and the presence of large bands of Sioux, renowned for their warlike habits, might, at any moment, without great administrative skill on the part of the Government, lead to dangerous outbreaks, that would not only be deplorable in their immediate results, but tend to damage the prospects of the country in regard to settlement. In bringing so prominently into the foreground the value of the half-breed element being in sympathy with the Government in dealing with the Indians, I think you have grasped the main point of the whole question. The experience of all the years I have lived in the North-West points to the conclusion that the Indian has a tendency, in all his dealings with the white man, to consult and largely to be guided by the opinion of the half-breed. If, therefore, you have the whole half-breed element (to use the language of your remarks) "in sympathy with the Government in dealing with the plain tribes of Indians," I would express a very hearty conviction in the conclusion that you draw, viz., "that we should attract to our side a moral power, which in the present critical relations of the various tribes of Indians towards each other and towards the Government, would prove of the greatest value to the Dominion."

Passing now from the general principle of your recommendations to particular points, I would remark, first, that I agree with you in thinking that the result of the plan pursued in Manitoba, of giving grants of land to the parents and children respectively, has not been such as to justify a repetition of it in the North-West Territories. This, I think, is generally admitted, and therefore needs no argument.

You state three other courses, marked 1, 2, 3. In regard to No. 1, I am of opinion that to treat the half-breeds as wards of Government would be to throw them back from such measure of self-respect and independence of spirit as they may have already attained, by the very fact of their being of mixed race, and of their thus having come more in contact with the habits and civilization of the white man. The object of the Government would undoubtedly be to use every means to raise the Indian, as speedily as possible, to the self-dependent habits of civilization.

The second alternative, that of giving an absolute issue of scrip to each individual, and then leaving him to his fate, would, I feel sure, end in disastrous failure, as regards the ends that the Government would have in view. The only class of persons likely to be benefited by this course would be traders and land speculators, who would soon obtain the scrip of the inexperienced half-breed at a low or only nominal price, and thus leave him as poor as he was before, but probably not so well

affected to the Government, and therefore more likely to be dangerous in relation to the Indians.

Your third alternative, viz., to give the half-breeds inducements to settle on lands, and practical help in doing so, is the only one that seems to me to meet the requirements of the case. I am glad to see that it is the one that is recommended by yourself. Coming, now, to the details of what the practical measure of help should be, I notice that the North-West Council recommend two things: (*a*) a grant of non-negotiable scrip to each half-breed, under certain conditions; (*b*) a certain amount of help, in the shape of implements and seed grain. You appear to think their proposal good, as far as it goes, but you are of opinion that something more is required. You suggest (1) that the half-breeds should be settled in bands; (2) that schools and teachers should be provided, with the view of training them in farming, stock-raising and the mechanical trades, as well as the ordinary branches of knowledge suitable to their condition in life. In these recommendations you have my hearty concurrence, for the following reasons: The half-breed cannot compete with the white man in the discharge of the duties of civilized life, unless some steps are taken at the outset to equalize the conditions on which they start. The white man comes out to the Territory trained to agriculture, stock-raising and the mechanical trades, by teachers who have had the advantage of by-gone centuries of civilization. The half-breed has no such training. On the contrary, his past experience of life tends to unfit him for the exercise of these pursuits. Unless, therefore, he is patiently trained to new habits of life, under the fostering care of Government, he will never be able to hold his ground in the presence of the white man, but be tempted to give up the effort, forsake the abodes of civilization, fall back, as far as he can, on the roaming habits of his Indian forefathers, and thus become, in time, a source of trouble, expense and danger to the Government of the country.

In conclusion, I may be permitted to say that it will not be the least of the many benefits that Canada owes to the statesmanship of the Right Hon. gentleman at the head of the Government if, under his guidance, such a wise and humane course of policy is now adopted towards the half-breeds of the North-West Territories as will secure for them a steady advancement in the scale of civilization, and enable them, in due time, to fulfil all the duties of citizens of the Empire and loyal and attached subjects of the Throne.

I trust it may not be considered unbecoming if I also add, as the result of not a few years' observation and experience, that your own knowledge of the affairs of the North-West, and the considerate spirit you have always shown in dealing with the half-breed and Indian element, afford a strong presumption that in the position you now occupy you will be able to give valuable aid in bringing this important question to a satisfactory conclusion.

With best wishes, believe me to be, very faithfully yours,

I., SASKATCHEWAN.

Col. Dennis, Deputy Minister of the Interior, Ottawa.

Ottawa, 8th February, 1879.

My Dear Archbishop,—Before this reaches you, you will have received a letter which was intended to have been presented to you in person by the gentleman, Mr. Davin—the introduction of whom to Your Grace was the object I had in view in writing it. It was, however, inadvertently placed under cover direct to Your Grace. I have written to Mr. Davin to explain, and he will doubtless call upon you at an early day, if indeed he may not have done so prior to your receipt of this communication.

Let me refer for a moment to the remarks of Your Grace in paragraph 2 of your report on the half-breed question, in which you make allusion to the extreme sensibility of the half-breeds respecting the manner in which they are regarded by new comers into the country. I am aware that there is not, unfortunately, that consideration extended to them generally to which they are entitled. I will only say, for

myself, I am not one of those open to censure in this respect. I have among them intimate friends, whom I am proud to know and esteem; and as regards the class out on the plains, I have a strong desire—as the fact of my having so promptly taken up this question, after being placed in a position, as Deputy Minister, to do so amply, testified—to do all I can to help them.

Believe me, my dear Archbishop, very sincerely yours,

J. S. DENNIS.

His Grace the Most Reverend Archbishop TACHÈ, St. Boniface, Man.

DEPARTMENT OF THE INTERIOR, OTTAWA, 4th February, 1879.

MY DEAR ARCHBISHOP,—I have much pleasnre in introducing to Your Grace Mr. Nicholas Flood Davin, who, at the request of the Minister of the Interior, has visited Washington, to obtain all possible information regarding the cost and practical value of the industrial schools in operation among the Indians and half-breeds of the western Territories, as administered by the United States Department of the Interior.

Mr. Davin has been further requested to visit Winnipeg, to confer with Your Grace and such other gentlemen in the Province as might be able to give him information of importance respecting the Indian and half-breed question in the Territories, and especially with regard to the expediency of establishing some such institutions as those referred to for the benefit of our own Indians and half-breeds of the plains.

The Minister is satisfied, from the special interest which he is aware Your Grace continues to take in the welfare of the native element in the Province and the Territories, that you will cheerfully advise with Mr. Davin, giving him the benefit of your great experience, in order that the Government may be placed in the best possible position to deal intelligently with the question, which it is proposed to do at the earliest possible date.

Believe me, my dear Archbishop, very sincerely yours,

J. S. DENNIS.

His Grace the Most Reverend the Archbishop of St. Boniface, Man.

DEPARTMENT OF THE INTERIOR, OTTAWA, 28th January, 1879.

SIR,—I have the honor, by direction of the Right Hon. the Minister of the Interior, to inform you that he would be glad to avail himself of your services to obtain information and make a report upon the subject of industrial schools for the education of Indians and half-breeds, as these institutions exist in certain States of the adjoining Republic, and are administered by the Department of the Interior at Washington.

The Minister has had under consideration a scheme for the establishment of similar schools in the North-West Territories of the Dominion, with a view to the amelioration of the present condition of the Indians and half-breeds there. It has been represented to him that such institutions would, in all probability, prove of much value in paving the way for the gradual emancipation from a condition of tutelage and dependence of the aborigines, and also of the nomadic element in the half-breed population, the general care of whom has fallen to this Department.

The present condition of the people proposed to be benefited by these schools is such, taken in connection with the fact that within a very few years their means of of subsistence, that is, the herds of buffalo now on the plains, will have entirely disappeared, that unless some measures are adopted by which they may become more or less self-supporting, they are likely to be a very serious charge indeed upon the Government.

Among the most available means of teaching these people self-reliance and of affording them the opportunity of gradually becoming self-supporting, schools of the character alluded to should take, it is believed, a prominent place. This Department, however, is without information as to the cost of establishing them, as well as

of the actual practical results of those in the United States, some of which have now been in operation for several years.

It will therefore be your duty to visit Washington, for the purpose of obtaining the fullest information possible on these heads. With this view, a letter is enclosed, from the Minister to the Hon. Carl Shurz, Secretary of the Interior, on the presentation of which the gentleman named will no doubt cause every facility to be afforded you by his Deparsment for obtaining the fullest particulars.

From Washington you will proceed to Winnipeg, where letters will be awaiting you which will place you in communication with such of the clerical dignitaries and gentlemen of the Province of Manitoba as it may occur to the Minister might be able and willing to advise with you as to the number of such schools it might be necessary to establish, and the sites which should be selected for the purpose.

Upon collecting all the information obtainable upon this subject, without unnecessarily extending your enquiry, in view of the near approach of the sitting of Parliament, during which legislation giving effect to the policy of the Department in this particular may be necessary, be good enough to report fully, at as early a date as possible, in order that the Minister may submit the whole question for the consideration of the Privy Council.

In connection with your mission, I enclose you a printed copy of a confidential report which I made to the Minister some time ago, which will, unless you are already conversant with the subject, place you in possession of all the facts as regards one section of the population intended to be benefited by such schools—that is to say, the half-breeds of the Territories.

I am further to enclose a map of the Territories, on which the *locale* of the several tribes of the plains is, in a general way, marked, accompanying which is a statement containing an approximate estimate of the population of each tribe.

Finally, I may say that it has been suggested to the Minister that three schools of the nature indicated would be sufficient for all present requirements, and that sites for such schools respectively have been proposed, as follows:—

1st. One at Qu'Appelle; 2nd. One under the mountains at the head of the Bow River or in that locality; and 3rd. One on the line of the River Saskatchewan, at Prince Albert, or at some point to be hereafter fixed. You are to understand, however, that as regards the number of schools and the localities where it may be deemed most expedient they should be placed, you are to advise with the gentlemen who may be named to you in the letters to reach you at Winnipeg, and you will report accordingly, setting forth the reasons in each case which may have decided you in making the recommendations.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS, *Deputy Minister of the Interior.*

N. F. DAVIN, Esq., Barrister-at-Law, &c., Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 28th January, 1879.

SIR,—Referring to the instructions addressed to you to-day, requesting you to make certain enquiries in connection with the establishment of industrial schools for the education of Indians and half-breeds in the North-West Territories, and to make a report on the subject, I have the honor, by direction of the Right Hon. the Minister of the Interior, to inform you that your remuneration will be at the rate of six dollars ($6) per diem during the time you are so employed, including that occupied in travelling on this service, together with travelling and living expenses, whatever the same may be.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS, *Deputy Minister of the Interior.*

N. F. DAVIN, Esq., Barrister-at-Law, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 28th January, 1879.

SIR,—It has been represented to me that certain industrial schools established by your Department among the Indians and half-breeds in the west are doing an excellent work in bringing about the civilization of the people in whose interests they have been instituted. The suggestion has also been made that similar schools in the Territories of the Dominion, if efficiently conducted, would prove of great value to the Government, in gradually emancipating from a condition of tutelage and dependence the Indians and half-breeds now in charge of this Department in the North-West; and if the matter can be at all compassed, I am desirous of recommending to the Government of Canada a trial of a few of such institutions.

I am without information, however, as to the system upon which the staff is organized, the cost of establishing these institutions now in operation under your Department, and their practical value and results so far. To obtain this information I have deputed the bearer, Mr. Nicholas Flood Davin, barrister-at-law, to obtain the same, with your permission, and with that view I now beg to introduce him to your good offices.

I shall esteem it a great favor if you will cause Mr. Davin to be given access to any reports on the subject in your Department, or place him in communication with gentlemen who may be able to aid him in his mission; and I need hardly say that at any time you may freely command me in reciprocating any courtesy of this nature which may be extended to him.

I have the honor to be, Sir, your obedient servant,

JOHN A. MACDONALD, *Minister of the Interior.*

Hon. CARL SHURZ, Secretary of Interior, Washington, D. C.

(*Private.*) OTTAWA, 23rd December, 1878.

MY DEAR ARCHBISHOP TACHÉ,—The enclosed memorandum, entitled, "Remarks on the condition of the half-breeds of the North-West Territories," submitted by myself to the Minister of the Interior, on Saturday, has been sent to you, at the suggestion of Sir John A. Macdonald, in order that you may, if so disposed, favor him with such remarks thereon as you may deem called for.

As you will see by the tone of the paper, I am fully impressed with the justice as well as the expediency of disposing of the question at the earliest possible period. The Minister has pronounced no opinion on the subject, but I think he is disposed to consider favorably, in a general way, the suggestions which the paper contains.

Knowing how entirely Your Grace and the priesthood under you have at heart the interest of the class intended to be benefited, I need hardly say that any communication which you desire to make to the Minister on the subject would be gladly received, as soon as Your Grace shall have had time to give it your attention.

I would be glad to be placed in possession of Your Grace's estimate of the probable number of souls comprising the half-breed population of the North-West, which you may be able to give me, approximately at least. It would be well, I think, to distinguish, if possible, those half-breeds who gather, for the greater part of the year, at all events, in settlements along the line of the Saskatchewan—including, of course, the settlement at Big Lake and Ste. Anne—from the half-breeds of the plains.

With kind regards, believe me, my dear Archbishop,

Very truly and respectfully yours,

J. S. DENNIS.

His Grace the Most Reverend the Archbishop of St. Boniface, Man.

Remarks on the Condition of the Half-breeds of the North-West Territories.

(*Confidential.*) DEPARTMENT OF THE INTERIOR, OTTAWA, 20th Dec., 1878.

The undersigned respectfully submits to the Minister that it is expedient, with as little delay as possible, to deal with the claims to consideration preferred by the half-breeds of the North-West Territories.

These half-breeds are of two classes: first, the half-breeds of the plains, and second, those who, while spending part of the year in hunting buffalo, possess settled homes.

The class first alluded to differ but little, excepting in name, from the Indians. They have the tastes, habits and instincts of the Indian, and the only respect in which they differ from him consists in their occasionally building huts or shanties to winter in. Even these, however, they usually abandon the following spring.

These people are found in bands of a number of families together, and usually frequent the neighborhood of the Wood Mountains or the Cypress Hills, although other bands are found in certain parts of the Territories. Their only subsistence is the chase; their movements, like the movements of the Indian of the plains, being principally governed by the migrations of the buffalo, in proximity to the herds of which they are generally to be found, intent upon supplying from these animals the wants of themselves and families, in the way of food and clothing.

The second class may be illustrated by reference to those half-breeds who are found at Edmonton, St. Albert, St. Ann's, St. Laurent, Victoria, &c., &c., who have habitable—and in some cases good—houses, where they reside and cultivate the soil to a greater or less extent; but still, mainly depend for their means of living upon the buffalo. The subsistence afforded to the half-breeds by the buffalo is, of course, intended to imply, in addition to the daily food supply, other necessaries of life, such as are obtained from traders in exchange for pemmican and robes.

Some uneasiness is felt by the half-breed element in the Territories in consequence of no steps having yet been taken towards the recognition of the demands put forward on their behalf. It must be freely admitted they have a claim to favorable consideration; and the question is—how is that claim to be satisfied, so as to benefit the half-breeds, and, at the same time, benefit the country? Certainly the experience gained in carrying out the policy adopted in regard to the half-breeds of Manitoba—that is, absolute grants of land to the parents and children, respectively—has not been such as would justify a similar policy with regard to the half-breeds of the North-West Territories. Indeed, it is anything but probable that a proposition of that nature could be again carried in Parliament. What, then, are we to do for them? They have, as natives, as good a right to the protection of the Government as the Indians, and, unfortunately, they are very little better able than are the Indians to take care of themselves.

It is therefore evident that one or other of three courses must be pursued with respect to them:—

1. To treat them as wards of the Government in effect, make a treaty with them, as with the Indians, and look forward to their remaining for many years in their present semi-barbarous state.

2. To give an absolute issue of scrip, to a reasonable extent, to each individual, and then let them take their chances of living or starving in the future; or

3. To offer them certain inducements to settle on land and learn to farm—especially to raise cattle.

The course first suggested would, in the opinion of the undersigned, be in the interest neither of the Government nor of the half-breeds; indeed, it is very doubtful if the latter would consent to it if it were proposed.

The second alternative, if followed, would result in the last state of the recipients of the scrip being worse than the first, for the reason that the half-breeds, having no idea whatever of thrift, or of the necessity for making provision for the future, by locating his scrip and securing land for the benefit of his family, would, as our experience in Manitoba proves beyond all doubt, sell the scrip for whatever he could

get for it, which, in most cases, would be a mere trifle. The result, therefore, would be, that on the extinction of the buffalo—an occurrence, unfortunately, but a few years in the future—we would find ourselves face to face with a formidable, nomadic, semi-savage element in the population, which, from the fact of being deprived of its natural means of subsistence, would prove a standing menace to the peace and prosperity of the Territories.

The third course, above referred to, remains open to the Government to adopt, and the undersigned is of opinion that in following it it will be found a satisfactory solution of the difficulty. Whatever might be the result, eventually, of settling the half-breeds on land, or, in other words, whether that policy might or not, in the end, prove successful—and the undersigned, in view of the effect on the half-breed mind of the rapidly decreasing supply of buffalo, cannot but think that it would be successful—the immediate effect would be, assuming that the half-breeds themselves are willing to give it a trial, that we should have the whole of this element in sympathy with the Government in dealing with the plain tribes of Indians. In this way we should attract to our side a moral power, which, in the present critical relations of the various tribes of Indians towards each other and towards the Government, would prove of the greatest value to the Dominion.

As an evidence that the half-breeds themselves are favorably disposed towards such a mode of dealing with the question under consideration, as is here suggested, it may be stated that during the past season a memorial, purporting to be signed by 272 half breeds of the Cypress Hills, was addressed to the Governor and Council of the North West Territories, in which the memorialists express their desire to lead a more civilized life, and ask to have a tract of land set apart for them with that view. Their demands, however, are in some respects unreasonable. They ask (1). For a reserve of 150 by 50 miles in extent, which, assuming the population in question to number 2,500 souls, would give an area of five square miles to each man, woman and child. (2). That they should be free of taxes, if not for ever, at least until such time as they can pay them, without detriment to their families. (3). That they should be provided with school houses and teachers. (4). That they should also be provided with churches and priests. (5). That they should have instructors sent to teach them the various trades, such as blacksmithing, carpentering, shoemaking, &c.; and (6) that for the first five years they be provided with seeds, free of charge.

The Council of the North-West Territories, having given consideration to the memorial, passed the following resolutions respecting the same :—

"That the Lieutenant-Governor be requested to forward the petition to the Dominion Government, together with the following suggestion, which they respectfully but strongly urge may receive the early and earnest attention of His Excellency the Governor General in Council :—

"1. That it would be injudicious to set apart reserves of land for the half-breeds of the North-West Territories, or to give them negotiable scrip.

"2. That in view, however, of the fact that grants of land or issues of scrip were made to the half-breeds of Manitoba, towards the extinguishment of the Indian title to the lands of that Province, there will, undoubtedly, be general dissatisfaction among the half-breeds of the said Territories unless they receive some like consideration.

"3. That this consideration would most tend to the advantage of the half-breeds were it given in the form of a non-transferable location ticket for, say one hundred and sixty acres, to each half-breed head of a family and each half-breed child of parents resident in the said Territories at the time of the transfer thereof to Canada—the ticket to be issued immediately to any half-breed eighteen years of age, or over, on furnishing evidence of claim, and to every child on arriving at that age, on furnishing the necessary evidence.

"4. That each half-breed holding such a location ticket should be allowed to locate it upon any unoccupied Dominion lands, but the title of the land so entered should remain in the Crown for ten years; and if, at the expiration of three years

after such entry, the half-breed locatee has made no improvements on the land, his claim thereto shall be subject to forfeiture.

"5. To induce the half-breeds, who now procure their livelihood by hunting on the plains, to abandon their present mode of life and settle on their locations, by which course it alone appears possible to avert the great destitution with which they are threatened, owing to the imminent early extinction of the buffalo, that aid in agricultural implements and seeds be allowed them for three years, but only once for each family that may settle within that time."

The conclusions arrived at by the Council are, in short, as follows:—

(*a.*) Each half-breed should receive non-negotiable scrip for 160 acres of land, which he or she should be at liberty to locate on any vacant Dominion lands, but no land should be reserved for that purpose, and the patent should not issue for ten years after the selection has been made.

(*b.*) That aid, in the form of implements and seed grain, should be issued to such half-breeds to a reasonable extent.

The undersigned is of opinion that encouragement, additional to that recommended by the Council, would be required to induce the half-breeds to become settlers, and he fully believes that it would be in the interest of good government in the North-West Territories to grant the same.

He would, accordingly, respectfully suggest that the half-breeds, where wished for, should be permitted to take up their land in such a way as to enable them to settle together or in bands; and whenever a band of fifty or more families form themselves into one community or settlement, they should be provided with a school and teacher for a term of years, such teachers to be selected with a view to being able to instruct them in the raising and care of stock, also in practical agriculture, including the use and care of implements.

The undersigned regards the state of affairs in the Territories, in relation to the Indians and half-breeds, as calling for the serious consideration of the Government, in view of additional complications, which are not unlikely to arise, owing to the presence, on our soil, of large numbers of armed Indians, refugees, for the time being, from the state of war in the adjoining Territory. He is of opinion that further measures should be adopted to cultivate and maintain relations with our Indians and half-breed populations, calculated to attach them to us, and to convince them that the Government is desirous of fulfilling its obligations to them in the utmost good faith. In no way could we more advantageously or more certainly effect this important object than by affording facilities for instructing them in farming, cattle raising, and especially in the mechanical trades, thus preparing them to become self-supporting when their present means of subsistence, the buffalo, shall be no longer available, and paving the way for their emancipation from tribal government, and for their final absorption into the general community.

The only way to obtain this desirable result would appear, to the undersigned, to be by means of industrial schools.

Numbers of such institutions have been put into operation by the Government of the United States among its loyal Indians, and with the happiest possible results. It may be stated, too, that although the Indians have shown themselves apt and quick in picking up a knowledge of the use of farm implements, they are specially well adapted to succeed in raising cattle, for which the climate, and abundance of nutritious grasses in the Territory, affords every encouragement; moreover, they have a natural bent in the direction of mechanical work, in which, with a moderate degree of instruction, they would become proficient. One or two such schools, established at convenient points in the Territories, where a certain number of young Indians and half-breeds, intelligent and willing, selected from the different tribes or bands, would be taught some practical farming; some the care of stock, and others the various more useful trades—would prove most powerful aids to the Government, both morally and materially, in their efforts to improve the condition of those people, and to gradually lead them to a state of civilization. The expense of such schools would be trifling compared with the value of the results which would be obtained from

them. In fact, the opinion of the undersigned is, that in a short time they might, by good management, be rendered, to a considerable extent, self-sustaining institutions, and he respectfully but strongly recommends the scheme to the favorable consideration of the Minister.

The undersigned respectfully requests, for the whole question discussed in this memorandum, the early consideration of the Minister of the Interior, in order, if thought desirable, that a measure may be prepared, embodying such policy as may be decided upon, in good time, for the ensuing Session of Parliament.

All of which is respectfully submitted.

J. S. DENNIS, *Deputy Minister of the Interior.*

Right Hon. Sir JOHN A. MACDONALD, &c., &c., Minister of Interior.

OTTAWA, 2nd August, 1881.

SIR,—I am directed by the Acting Minister of the Interior to instruct you to open the Dominion Lands Agency at Prince Albert for the homestead pre-emption and sale of Dominion lands within the surveyed townships in your district, and for the registration of claims to lands not yet open for entry. I enclose you a copy of the regulations of the 25th May last, governing the disposal of the Dominion lands. You will be guided by these regulations in all the transactions of your office. None of the lands in your district come within the limits of the 24-mile belt.

All books, forms and maps, other than those you have already received for your office, will be promptly forwarded.

I have the honor to be, Sir, your obedient servant,

A. RUSSELL, *Acting Surveyor-General..*

GEORGE DUCK, Esq., Dominion Lands Agent, Prince Albert, N.W.T.

DEPARTMENT OF THE INTERIOR, OTTAWA, 22nd July, 1881.

MEMORANDUM *re* Land Office at Prince Albert.—Unless the Surveyor-General is aware of some reason why it was inexpedient to open forthwith the land office at Prince Albert, for the purpose of dealing with such of the lands in that district as may be ready for disposal, it is suggested that he should give the necessary orders to Mr. Duck to open his office, furnishing him with the necessary plans and instructions.

J. S. DENNIS, *Deputy Minister of the Interior.*

OTTAWA, 14th July, 1881.

SIR,—I have the honor, by direction of the Hon. the Acting Minister of the Interior, to acknowledge the receipt of your despatch, No. 131 on 426, of the 14th ult., transmitting, in compliance with a resolution passed by the Council of the North-West Territories on the 10th ultimo, a petition and memorial of Rev. Father André and Lawrence Clarke, Esq., praying that the land office at Prince Albert may be opened for the purpose of entering claims for land at as early a day as is conveniently possible, and to inform you that the matter will receive the Acting Minister's early attention.

I have the honor to be, Sir, your obedient servant,

J. S. DENNIS, *Deputy Minister of the Interior.*

His Honor the Lieutenant-Governor of the North-West Territories,
Battleford, N.W.T.

GOVERNMENT HOUSE, BATTLEFORD, N.W.T., 14th June, 1881.

SIR,—I have the honor, in compliance with a resolution passed by the Council of the North-West Territories on the 10th instant, to forward to you, to be laid before His Excellency the Governor General in Council, copies of a petition and memorial

of Rev. Father André and Lawrence Clarke, Esq., praying that the land office at Prince Albert may be opened, for the purpose of entering claims for land at as early a day as is conveniently possible.

Apart from the representations in the memorials in question, I am aware that serious disputes are arising in the Prince Albert, St. Laurent and Duck Lake settlements, regarding claims to land, and I would therefore respectfully urge that, in so far as it may be consistent with the policy of the Dominion Government, the prayer of the memorials may receive early consideration.

I have the honor to be, Sir, your obedient servant,
DAVID LAIRD, *Lieutenant-Governor North-West Territories.*

Right Hon. the Minister of the Interior, Ottawa.

Copy of a Memorial from Lawrence Clarke, Esquire, member of the North-West Council, to His Honor the Lieutenant-Governor in Council.

Council Chambers, Government House,
Battleford, N.W.T., 7th June, 1881.

Your Honor and Gentlemen,—The undersigned has the honor to represent,—

That the section of country known as the electoral district of Lorne is rapidly becoming filled with settlers, and in parts has for many years been settled with enterprising men, who now have well-fenced fields and cultivated farms.

That a large portion of the district was, in the years 1877 and 1878, surveyed by direction of the Dominion Government, and in the year 1878 Mr. George Duck was appointed resident land agent at Prince Albert, the natural centre of the said district.

That the fact of survey and the appointment of a resident agent hastened the progress of the country, immigrants arriving rapidly, while the earlier settlers, who had located in advance of the survey, but in hopes the publicly expressed statements of leading members of the Government that survey would be made and provisions for carrying into effect the liberal assurances contained in the Dominion Lands Act, would soon be realized, such surveys and the establishment of a lands agency gave an impetus to advancement, and encouraged the people to improve their homesteads and to erect thereon good and substantial farm buildings.

That recently a registrar for deeds, Mr. Sproat, has also been appointed for this section of the country, but as the lands office is not yet open for receiving entries or making sales, nor any other method in force for obtaining land grants, such registrar is powerless.

That serious disputes between neighbors about boundaries of claims have at times arisen, which the judicial officers of the North-West Territories, as it is understood, are unable, for want of title, to adjust, and in some instances recently serious quarrels, with threats, in more than one instance, to use weapons, arising from such disputes, have with difficulty, by personal persuasion of intermediates, been for the time prevented.

That the undersigned, viewing the existing state of affairs in the electoral district of Lorne as serious, respectfully recommends an appeal through Your Honor in Council to His Excellency the Governor General for such early action by the Dominion Government Lands Branch at Ottawa as may enable settlers to obtain, not only official recognition, as provided for homestead by the Dominion Lands Act, but when the proper settlement duties have been performed, titles for the lands they have converted from natural wilderness into well-cultivated farms, thereby affording means for effectually adjusting disputes between neighbors, and a feeling of security similar to other settlements in the territories to the eastward, not now at present possessed by the settlers in this district.

I have the honor to be, Your Honor and gentlemen,
Your most obedient servant,
L. CLARKE,
Member North-West Council for the Electoral District of Lorne.

Certified,—A. E. Forget, Clerk of the Council.

His Honor the Lieutenant-Governor in Council, Battleford,

Copy of a Petition from Rev. Father André, of Duck Lake, to His Honor the Lieutenant-Governor in Council.

To His Honor Lieutenant-Governor Laird and to the Hon. Members of the North-West Council.

Gentlemen,—In presenting this petition to your honorable body, allow me to observe that I came to Battleford, urged not only by my own grievances, but by the entreaties of the half-breed population about Duck Lake and St. Laurent, and they join their earnest prayers to mine to call your special attention to the unsatisfactory state of the lands question in the country. Disputes and difficulties are continually arising, touching the limits and rights of property of landholders in the country, and there is no proper authority to settle these questions, however conducive to the peace and tranquility of the country. The land has almost entirely been surveyed in the electoral district of Lorne for now over two years, and a land office has been in existence at Prince Albert for nearly four years, but as the land agent is not authorized to enter claims or to issue patents, the settlers have no way to secure the lands they hold in possession, and which they have improved through considerable expense and much exertion; and besides, as the stipendiary magistrates seem not invested with the legal authority to try cases of boundary between neighbors on lands for which no entry is made, the anxiety of the people of the part of the country where I am living is very great, and calls for your immediate consideration. It appears to be in the power of any evil-designing man to disturb the peace of a settlement and to create bad feelings between neighbors. I beg your indulgence to be obliged to make you acquainted with a grievance of mine, which, however, will give you an idea of the state of things calling for a prompt remedy. I hold at Duck Lake a tract of land of about 200 acres, of which I have been in peaceful possession for over seven years. The land was fenced in, and cost me a good deal of money, and was always respected as the Catholic mission's property at Duck Lake. I was one of the first settlers at that place, and through my exertions the settlement increased rapidly, and nobody ever troubled me in my lawful possession of that land, until last March, when a man by the name of J. Kelly jumped my claim, and, notwithstanding my protestations, claimed the land as his own, and put the frame of a house upon it, depriving me, in that manner, of half my property. And this is not the only occurrence of the kind at Duck Lake.

As your honorable body is now assembled at Battleford to legislate upon such measures as will, in your prudence and wisdom, be more suitable to promote the good and welfare of this country, allow me to call upon you to use all your influence and authority to draw the attention of the Government at Ottawa upon this state of things, and to urge upon them the necessity of taking such prompt measures as will relieve the people of the burden of this grievance, because, if not promptly attended to, things may become grave and serious.

Wishing the best success for your good will to promote the welfare of this country,

I remain, your most obedient servant,

FATHER ANDRÉ, *Missionary at Duck Lake.*

Certified, A. E. Forget, Clerk of the Council.

(*Telegram.*)

Battleford, 8th July, 1884.

Fred White, Ottawa.

Louis Riel arrived at Duck Lake, with family, brought in by half-breeds. They brought him, it is said, as their leader agitating their rights.

L. N. F. CROZIER.

Report from Battleford.

REGINA, 2nd August, 1884.

SIR,—I have the honor to forward, for your consideration, the enclosed copy of a letter which has been addressed to me by the officer commanding at Battleford.

I have the honor to be, Sir, your obedient servant,

A. G. IRVINE.

Comptroller North-West Mounted Police, Ottawa.

BATTLEFORD, 27th July, 1884.

SIR,—I have the honor to inform you that Riel has held meetings at both Prince Albert and Duck Lake. I am informed that his meeting at the first named place was an open one. Some little difficulty took place, but was promptly put down.

At Duck Lake his audience was composed of French half-breeds and Indians. He is said, though I have no official information to that effect, to have told the Indians that they had "rights" as well as the half-breeds, and that he wished to be the means of having them redressed.

I am also informed that he expressed a wish to confer with the Indian chiefs. I have already reported that I believe the Indians sympathize with the half-breeds, nor could anything else be expected, being close blood-relations and speaking the same language.

What may be the result of this half-breed agitation, or what effect it may have upon the Indians, of course I cannot foretell. I before said, and still think, precautionary measures should be taken such measures as will not only prevent turbulent spirits carrying their schemes to an extreme, but prevent both Indians and half-breeds even making an attempt to resist authority or organize for illegal purposes, for these constant "excitements" must have a most injurious effect upon the country and, among those effects, not the least a sense of insecurity among settlers.

I believe now that Big Bear and his followers would have been upon their reserve but for the emissaries of Riel, who, it is said, invited him to meet that person at Duck Lake.

Certain it is he has gone there, and that after having promised and received provisions to go to Fort Pitt, he had proceeded with the camp some distance on the road, but they turned back after hearing from Riel.

There are very many rumors about as to what Riel has said to the Indians, that, if true, are intended to cause discontent among them as to their present condition.

I have the honor to be, Sir, your obedient servant,

L. N. F. CROZIER, *Superintendent.*

Comptroller North-West Mounted Police, Ottawa.

Reports re Half-breeds, Battleford.

REGINA, 21st August, 1884.

SIR,—I have the honor to forward, for your information, the enclosed copies of reports from the officer commanding at Battleford, in respect of the proceedings of Indians and half-breeds within his district.

I have the honor to be, Sir, your most obedient servant,

R. BURTON DEANE,

Superintendent and Adjutant for Commander on Duty.

Comptroller North-West Mounted Police, Ottawa.

BATTLEFORD, 9th August, 1884.

SIR,—I have the honor to forward, as hereunder, contents of telegram from Sergeant Brooks, at Prince Albert, forwarded to me in cypher from that place, viz.:—

PRINCE ALBERT, EAST, 8th August, 1884.

Returned from Duck Lake last night; Big Bear in council with ten other chiefs. Reil has held several private meetings at the South Branch, attended by leading half-breeds; he has not seen Big Bear.

Big Bear's camp, with twelve lodges, is forty miles S.S.E. of Fort Pitt. His son is with the camp. It is reported to me that Big Bear will go to Prince Albert after he leaves Duck Lake.

I have the honor to be, Sir, your obedient servant,

L. N. F. CROZIER, *Superintendent.*

Commissioner North West Monnted Police, Regina.

BATTEFORD, 12th August, 1884.

SIR,—I have the honor to enclose you copy of a report from Sergeant Brooks on the matter of events at Prince Albert and Duck Lake.

For several weeks I have had a man stationed at Duck Lake to report what transpires there, particularly as to the half-breeds and Indians. The same point is visited frequently by the non-commissioned officers and men from Prince Albert also. I also received from the non-commissioned officer at Prince Albert despatches, by letter or cypher telegram, of anything that he may become aware of that he deems of importance.

I have this day sent a non-commissioned officer and three men to patrol in and about Duck Lake and the settlements thereabouts, with a view to detecting, if possible, the presence of horse theives, as it is supposed there may be some in that vicinity.

I have the honor to be, Sir, your obedient servant,

L. N. F. CROZIER, *Superintendent.*

Commissioner North West Mounted Police, Regina.

PRINCE ALBERT, 5th August, 1884.

SIR,—In reporting to you as to what is transpiring here, at Prince Albert and vicinity, I would say that since I have been here I have found everything very quiet. There is very little talk about Riel. The principal part of the people who seem to agree with him are people who are hard up, and think they must do something to cause a little excitement. I have heard very few who are in any way well-to-do speak favorably of him. There is no doubt but what all the half-breeds swear by him, and whatever he says is law with them. As near as I can learn, he is advising them all very strongly to remain peaceful. Big Bear is still at Beardy's reserve. Whether he intends to see Riel or not I do not know. I have given Constable McDiarmid orders to watch his movements, and if he has a meeting with him I will let you know at once, by wire. As regards having a man at the South Branch, I think it is best, at least for the present.

McDiarmid is a good man, but I am afraid he is pretty well known as a policeman. I will write you every chance I get, and will let you know all that is going on.

W. A. BROOKS, *Sergeant.*

Officer Commanding North-West Mounted Police, Battleford.

BATTLEFORD, 14th August, 1884.

SIR,—I have the honor to report, for your information, the following extracts from report of Sergeant Brooks, at the south branch Saskatchewan, dated 10th August.

Riel is across the river, opposite here, at Batoche's house. He addressed a meeting to-day, as the people were coming from church. From what I can learn he

must have got very excited. One thing he stated was that the Indians' rights should be protected as well as their own. He has not had a meeting with Big Bear, but I am afraid that he has some private way of communicating with him. He is to cross the river to-morrow, and I believe is to remain on this side about a week, as he has asked Tomkins, the Indian farm instructor, to meet him at Duck Lake, for what reason I do not know. There is a man of the name of Jackson here, who came from Prince Albert (he is a brother of the druggist), who seems to be a right-hand man of Riel's. He is with him at present, and has been for some time. He has a great deal to say, and I believe he does more harm than any breed among them.

There are a great many people through the country who have what they call grievances, and seem to agree with Riel. Whether they really do or not it is hard to say. I have been speaking to a number of people at Prince Albert, and men who signed the petition for him to go there and speak simply did it because they thought it would draw the attention of the Government to the place. There is no doubt but that everyone is hard up, and they thought they must do something to draw their attenion.

The Indian agent at Carlton invited Big Bear and chiefs to go to Carlton and hold their council there. He said if they could come there he would give them grub.

They accepted the invitation and are now in council at that place. They expect to finish the council to-morrow night, and Big Bear says he is going back to Battleford, that is, if he does not change his mind and come to Prince Albert. The sergeant concludes by stating that John Nolin left here some few days ago for Swift Current to get freight, and Batoche, another leading man, leaves for Winnipeg to-morrow.

These two men are half-breeds.

I have the honor to be, Sir, your obedient servant,

L. N. F. CROZIER, *Superintendent.*

OTTAWA, 3rd September, 1884.

The undersigned has the honor to submit for the Minister's consideration that in view of the possibility of additional Mounted Police being required in the North Saskatchewan District, it is desirable that steps should be taken to secure accommodation for men and horses, beyond the capacity of the Mounted Police post at Battleford, and it is suggested that arrangement might be made with the Hudson Bay Company for the use, for police purposes, during the coming winter, of their buildings, or a portion thereof, at Fort Carlton, which is about fifteen miles north-west of Duck Lake, about fifty-five miles west of Prince Albert, and one hundred and twenty miles east of Battleford.

FRED. WHITE, *Comptroller.*

REGINA, 5th September, 1884.

SIR,—I have the honor to enclose herewith, for the information of the Department, copies of reports from Inspector Dickens, Fort Pitt, Sergeant Brooks, Prince Albert, and Sergeant Keenan, Duck Lake, forwarded me by Superintendent Crozier.

I have the honor to be, Sir, your obedient servant,

A. G. IRVINE, *Commissioner.*

F. WHITE, Esq., Comptroller, Ottawa.

FORT PITT, 25th August, 1884.

SIR,—I have the honor to inform you that Big Bear's youngest son and The Lone Man, with one lodge, arrived here on the 14th inst., and remained here until the 18th, when Big Bear's son returned to his camp on the prairie, and Lone Man went north to Frog Lake. This morning, Lucky Man, with Big Bear's two youngest sons, and twenty lodges, arrived on the opposite bank of the river, where they will

remain until Big Bear's arrival. They say that Big Bear may be expected at any day. I do not think that Lucky Man has been to the Indian reserves, but I am having private enquiry made about him and about Lone Man, and will keep you informed as to the movements of these Indians, and as to their intercourse with the Indians on the reserves.

I have the honor to be, Sir, your obedient servant,

FRANCIS DICKENS, *Inspector.*

PRINCE ALBERT, 21st August, 1884.

SIR,—Since I last wrote, nothing unusual has occurred, with the exception that both Big Bear and Riel have been in town. The former arrived on the 15th and Riel on the Sunday following. Their being in town caused very little excitement, and people did not seem to pay much attention to them. Riel stayed at Jackson's, the druggist, and before he left he and Lepine held a conference with Big Bear, the result of which I have not been able to learn. Riel, of course, claims that he will have nothing to do with the Indians, and Big Bear says he did not come here to see Riel. However, they were at Jackson's house and had a talk, Riel leaving the next day for the South Branch and Big Bear the day after for Battleford (at least, so he said).

I have heard it stated on pretty good authority that Riel has given up the idea of going back to Montana and intends to remain in the Territory, which I think is quite likely, although he has stated to different parties that he would leave for Montana about the 1st September.

I received your telegram too late for Corporal Fowler to return with the team, but I think I can get a passage for him with Mr. Reid, who leaves for Battleford to-morrow.

I will forward returns, showing the number of half-breeds and Indians in the vicinity, by mail which leaves Duck Lake on Monday next.

Your obedient servant,

W. A. BROOKS, *Sergeant.*

Officer Commanding North-West Mounted Police, Battleford.

DUCK LAKE, 7th September, 1884.

SIR,—On coming from Batoche here, for the purpose of mailing my other correspondence, I learned from the telegraph operator, who has just arrived from Saskatoon that 18 lodges Teton Sioux Indians are camped there, and are making themselves very disagreeable to the settlers. He says that about 20 Indians, under Black Moon, armed with rifles and swords, rode about the settlement demanding grub, and threatening to take it if it was not given.

The people there are greatly alarmed, and think there should be a detachment of police sent there. These Indians were here a few days ago, and I noticed they were well armed, but of course they were very civil while here.

I have the honor to be, Sir, your obedient servant,

H. KEENAN, *Sergeant.*

Officer Commanding North-West Mounted Police, Battleford.

BATOCHE, 7th September, 1884.

SIR,—I have the honor to state that since my last report nothing of importance occurred here, with exception that on Friday last, 5th instant, a meeting of Riel's supporters was convened at St. Laurent (about 7 miles from here) at which nearly all the half-breeds in the surrounding settlements were present.

There were also a number of half-breeds and white men from Prince Albert, including Messrs. Jackson, Scott and Isbester, three of Riel's strongest supporters in that district.

The meeting, I believe, was called for the purpose of carrying on the work. Speeches were made condemning the Government generally, and Mr. Jackson stated that this country belonged to the Indians and not to the Dominion of Canada.

I met Riel a few days ago, and during our conversation he told me that the Government, through Bishop Grandin, had offered him a seat in the Council or in the Dominion Senate.

I have the honor to be, &c.,

H. KEENAN, *Sergeant*.

Officer Commanding North-West Mounted Police, Battleford.

BATTLEFORD, 2nd October, 1884.

SIR,—I have the honor to forward for your information copies of reports received by me from the non-commissioned officer in charge at Duck Lake.

I have the honor to be, Sir, your obedient servant,

L. N. F. CROZIER.

Comptroller North-West Mounted Police, Ottawa.

BATOCHE, 25th September, 1884.

SIR,—I have the honor to state that since my last report all has been quiet here.

There has, however, been frequent meetings of Riel's committee held in different parts of the settlement. It is almost impossible for me to obtain any information as to what transpires at these meetings, as they are conducted with secrecy, and no person, except the members of the committee, is allowed to take part in them. At all the public meetings Riel and his supporters have been very moderate, or rather cautious, in their utterances; but I learn that they appear in disguise at these open gatherings, and advocate very different measures in their councils.

The last meeting was held a week ago at the house of Batiste Boyer, one of the chief supporters of the movement.

Charles Nolin, another member, and one of the most unreasonable, proposed that the half-breeds make certain demands on the Government, and if not complied with, they take up arms at once, and commence killing every white man they can find, and incite the Indians to do the same. I obtained this information from an old country Frenchman who belonged to the committee, and left it on account of the extreme and unreasonable measures it advocated.

This man Nolin is the most dangerous of the half-breeds for the reason that he is strongly in favor of tampering with the Indians.

I have the honor to be, Sir, your obedient servant,

H. KEENAN, *Sergeant*.

MAJOR CROZIER, Commanding North-West Mounted Police, Battleford.

Indians at Fort Pitt.

REGINA, 6th October, 1884.

SIR,—I have the honor to forward herewith the enclosed copy of a report from the officer commanding at Fort Pitt, forwarded by the officer commanding "D" Division, relative to the state of Indian affairs at Fort Pitt.

I have the honor to be, Sir, your most obedient servant,

R. BURTON DEANE,

Superintendent and Adjutant for Commander on Duty.

Comptroller North-West Mounted Police, Ottawa.

FORT PITT, 24th September, 1884.

I have the honor to report that the Indians are all quiet.

There are twenty-five lodges of Big Bear's band, and fifteen lodges of stragglers from other bands, in for the payments, camped near this place.

Big Bear's Indians have enough to eat, and are contented. There is, however, a good deal of difference of opinion in the camp as to the question of settling on a reserve. "The Lucky Man" told the Assistant Indian Commissioner that they had not decided whether they would settle at the "Two Big Hills," 18 miles north of Pitt, on the Frog Lake trail, or go to Vermillion Creek, 40 miles south. He said that they would decide after the payments.

Big Bear says he will ask for his reserve after the payment.

He is very reticent, but from what I hear privately, he appears to think that the Indians do not receive enough from the Government.

I think that he will ask for his reserve, but at the same time will ask for many things that he is not likely to get, and may, after all, refuse to go on his reserve. The future conduct of the Indians of his band will depend upon the supply of food. As long as they have enough to eat they will give no trouble; if the rations happen to be stopped they may give some trouble, but they are not numerous enough to do any serious harm, and would not receive any assistance from the Indians on the reserves, who are contented and quiet.

I am, &c.,

FRANCIS J. DICKENS, *Inspector.*

Officer Commanding "D" Division, Battleford.

Report from Fort Pitt.

REGINA, 9th October, 1884.

SIR,—I have the honor to forward the accompanying copy of a letter from the officer commanding at Fort Pitt, forwarded by the officer commanding "D" Division, relative to the situation of Indian affairs at that place.

I have the honor to be, Sir, your obedient servant,

R. BURTON DEANE,

Superintendent and Adjutant for Commander on Duty.

The Comptroller North-West Mounted Police, Ottawa.

FORT PITT, 27th September, 1884.

SIR,—I have the honor to report that the situation here is unchanged since I wrote you last. The Indians are waiting quietly for the payments. Big Bear went to Frog Lake for rations. He keeps his own counsel, and it is impossible to say what he will do. I think, however, that there will be a good deal of difficulty in getting him to settle down, as he will perhaps bring forward some extravagant claims.

The money for the payments arrived yesterday. I shall proceed to Onion Lake with Corporal Sleigh and party on Tuesday.

Should anything important occur during or after the payments, I will inform you by special messenger.

I have the honor to be, Sir, your obedient servant,

FRANCIS J. DICKENS, *Inspector.*

Officer Commanding North-West Mounted Police, Battleford.

FORT PITT, 17th October, 1884.

SIR,—I have the honor to report the payment of Big Bear's band was brought to a close to day.

The presence of Little Poplar had a bad effect. He took the lead in the council, and persuaded the Indians to insist upon being supplied with beef, the sub-Indian agent having orders to issue bacon this year at the payments.

Little Poplar made a long speech, stating that he had heard how badly the Indians were treated, and that he had come over to set matters right, and that he would telegraph to have all the Indian agents dismissed and good men sent in their

places. Big Bear complained that the Government had not kept its promises; that the Indians were not paid enough, and were starving.

Another question that arose was about "Lucky Man." The Indian Commissioner having ordered this man to lose his chief's pay for having started back south last autumn, many violent speeches were made by the chiefs and head men. At last, after talking for two days, they gave in, and consented to take flour and bacon and to receive their money.

The sub-Indian agent told them that there was no question of starving, as he had rations for them, but had no beef to give them.

There would have been no trouble about the payments had it not been for Little Poplar. He starts back for Battleford to-morrow.

He is just the kind of a man who might cause serious trouble, but when he is gone these Indians will be quiet, as long as they have enough to eat.

Lucky Man was the most reasonable of all of them. When he took his money he said that the councillors of the band had talked a great deal of nonsense and had told a good many lies, but he hoped no one would mind what he said.

Big Bear talks of now going on a reserve in the spring. He and his people have a great objection to having to work, but they cannot go on in this way for ever. Probably next year the experiment of cutting off both pay and rations may have to be tried.

The Indians are all quiet now, and are beginning to spend their money.

I am, Sir, your obedient servant,
FRANCIS J. DICKENS, *Inspector.*

Officer Commanding "D" Division, Battleford.

Indians and Half-breeds in Northern Districts.

REGINA, 12th November, 1884.

SIR,—I have the honor to forward the accompanying copies of reports received from the officer commanding the northern district, respecting the movements and doings of the Indians and half-breeds therein.

I have the honor to be, Sir, your obedient servant,
R. BURTON DEANE,
Superintendent and Adjutant for Commissioner on Duty.

Comptroller, North-West Mounted Police, Ottawa.

BATTLEFORD, 30th October, 1884.

SIR,—I have the honor to forward copies of reports, dated 25th and 27th instant, from the officer commanding Fort Pitt detachment.

I have the honor to be, Sir, your obedient servant,
L. N. F. CROZIER, *Superintendent.*

Commissioner, North-West Mounted Police, Regina.

FORT PITT, 25th October, 1884.

SIR,—I beg to inform you that the total number of Indians paid in Big Bear's band amounted to 504, classified as follows:—

58 men,
135 squaws,
162 boys,
149 girls,

Total..... 504

The total number of treaty Indians in this district amounts to 1,190.

I have the honor to be, Sir, your obedient servant,
FRANCIS J. DICKENS, *Inspector.*

Officer Commanding North-West Mounted Police, Battleford.

FORT PITT, 27th October, 1884.

SIR,—I have the honor to report that everything is quiet at present.

Big Bear's Indians have been waiting for the arrival of Mr. McLean, as they wish to settle questions of credit, &c.

Big Bear will soon proceed to Frog Lake, and the camp will probably soon be broken up, as several hunting parties are going out. Five lodges have started up the river already.

When Little Poplar was here he said that he would probably go south, but the Indians appear to expect him back again, and say that he will probably winter with Big Bear.

He may endeavor to persuade some of the young men in the Battleford reserve to join him, as he wishes to be looked upon as a big chief.

I will obtain from the sub-Indian agent the exact number of the Indians paid in Big Bear's and Lucky Man's bands, and forward a return for your information.

Fifteen of Big Bear's Indians have Winchester rifles, and some twenty have smooth-bore muskets.

They are short of Winchester ammunition.

The loud talk in which Lone Man and some other Indians indulged before the payments was simply meant to endeavor to frighten the officials into complying with all their demands, but when they found that talking had no effect they gave in.

Unless the rations are stopped I do not anticipate trouble.

Should, however, the sub-Indian agent receive orders to discontinue the issue of rations, the Indians might, and would, probably, try to help themselves from the store, in which case there might be a collision between them and ourselves.

I am, Sir, your obedient servant,

FRANCIS J. DICKENS, *Inspector.*

Officer Commanding "D" Division, Battleford.

BATTLEFORD, 30th October, 1884.

SIR,—The following, an extract from a report received by me from the officer commanding at Prince Albert, and dated the 20th instant, is forwarded for your information.

I beg to state that Constable Elliott returned from Carlton on the evening of the 15th, and reported to me that a man named Tomkins, who is employed by the Indian Department at that place as interpreter, had told him that Riel was drilling men at St. Lerome, and that a large meeting had been held there on the 12th, at midnight.

He further told him that a chief from "Muskeg Lake" had been sent to see Big Bear, to request him to attend a meeting of Riel's, to be held at Batoche in two weeks' time.

"I sent a man in plain clothes to the vicinity of St. Lerome to find out, if possible, truth of reports; he returned yesterday, and reports all quiet. He states that there is a rumor of a large meeting to be held at Batoche in two or three weeks—as soon as all the crops are in. He could find out nothing about any drill having been performed. I have stationed a man in plain clothes in the vicinity of Batoche, who will keep me informed regarding the movements of Riel.

"Riel came into town on the morning of the 15th and stayed with Jackson, the druggist. He left for his home this morning, at Lepine's Crossing, at which place he now lives.

"The half-breed population are in a very discontented state, principally attributable to the utter failure of their crops."

I have the honor to be, Sir, your obedient servant,

L. N. F. CROZIER, *Superintendent.*

Commissioner North-West Mounted Police, Regina.

BATTLEFORD, 14th November, 1884.

SIR,—I have the honor to forward herewith a copy of a report I have just received from Inspector Dickens at Fort Pitt.

L. N. F. CROZIER, *Superintendent.*

Comptroller North-West Mounted Police, Ottawa.

FORT PITT, 9th November, 1884.

SIR,—I have the honor to submit a report of events that occurred during the month of October. Owing to the fortnightly mail, I have been unable to forward it at an earlier date.

From the 1st to the 11th I was absent on a tour around the reserves, on the occasion of the annual treaty payments of the Indians. The payments passed off quietly, as I have already reported. On my return I found that Little Poplar had arrived at Pitt, to be present at the payment of Big Bear's band.

From my previous knowledge of this man, I expected that his presence would have a bad effect on the other Indians. He appears to have more influence with the Indians than was possessed by any of the chiefs.

A council was held on the 13th and 14th, at which the sub-Indian agent and I were present. Little Poplar asked for beef and increased rations. When the sub-Indian agent told him that he could give only what he was ordered, Little Poplar made a long speech, which was very impertinent but very amusing. He said that he had heard by the telegraph that the Indians were badly treated, and that he had come over to set matters straight; that he was going to whip the telegraph and send a message requesting the Government to dismiss all the Indian agents and put good men in their places.

He again asked for beef. Upon being refused he ordered all the Indians out of the rooms, and drove them before him as a dog does a flock of sheep. Big Bear said very little, but when the council met on the following day he made a long speech. He said that the Indians did not get enough money, land or rations, and had sold their country too cheaply; that they had always had beef at previous payments, and would wait until the agent gave them beef; that the Government had promised to feed them, but that they were starving. He also asked that Lucky Man should receive a chief's pay, the Commissioner having ordered his chief's pay to be stopped, owing to his having returned south.

The other Indians talked for some hours in the same manner.

The sub-Indian agent was very quiet with them, but at the same time very firm. He told them that there was no question of starving, as he had rations to give them; that he had tea, sugar, &c., and the money, but he could not give them beef, and would abide by his instructions. Seeing that loud talk had no effect the Indians gave in, and after talking for two days and a-half, consented to receive their money.

A curious instance of the fickle and changeable disposition of these Indians is afforded by their conduct towards the Hudson Bay Company. During the Council Big Bear violently attacked the company. He said they were swindlers, and robbed the Indians, and that they had decided not to pay off their old debts, and would have no more dealings with the company. After the payments, however, they crowded into the office, paid off their debts, and in one afternoon spent one thousand dollars in the store. The Indians had a big dance in the fort after the payments, and appeared to be quite good humored again.

The camp has moved to Long Lake, about seven miles north of Pitt; they will probably make their way slowly to Frog Lake.

Big Bear now talks of taking a reserve in the spring. As long as they receive rations I do not think they will give trouble during the winter—that is, I do not think that they have at present any intention of so doing. There is always, of course, the possibility of some quarrel occuring between some members of the band and the officials of the reserves, which might lead them to become excited, but if Big Bear

has any idea of committing any hostile act it will not, I think, occur here, or during the winter, unless he has entered into any secret compact with Riel, of which neither the Indian agent nor myself have any information.

The number of the persons paid in the bands of Big Bear and Lucky Man is as ollows:—

Men	58
Women	135
Boys	162
Girls	149
Total	504

The total number of treaty Indians is 1190. Of Big Bear's Indians 15 have Winchester rifles, and 20 smooth bore-muskets. On the reserves, about one man in four has a flint-lock trade gun.

I have the honor to be, &c.,

FRANCIS J. DICKENS, *Inspector.*

Officer Commanding "D" Division, Battleford.

BATTLEFORD, 20th November, 1884.

SIR,—I received your telegram to-day, and reported everything to Mr. Agent Rae.

I found at Duck Lake that Beardy and Big Bear have agreed to have a general gathering this summer, and to have the Qu'Appelle Indians come up, also the Crees from west, as far as Edmonton district. Beardy stated to me that Big Bear said that for his part he would not find any difficulty in coming down, and if we have the gathering at Duck Lake, it will be a central point for surrounding friends to come. Beardy has Jack E. Cane as his messenger; he is now here. I was told to-day that he said he was going to see Little Pine and Poplar, also Big Bear and the rest of the other chiefs, to find out their intention. Beardy and Big Bear are going to have a "thirst dance," as Beardy told me, but I think it is only a blind, so that the Government officials would not dread them to kick up any disturbance. Attackakoop and Mustowasis stated to me that William Badger went to their reserves on behalf of Louis Riel, and demanded Chief Attackakoop and Mustowasis if he would be allowed to speak. He was told that he could not say anything, as they did not wish their names to appear among people who were trying to make trouble. Attackakoop said it seems only yesterday that I took the Governor's hand as my friend, and I cannot think of doing anything contrary; so Badger had to go away. Badger finds to-day that he made a mistake, and feels sorry. Poundmaker stated to me yesterday that he will never join ony other band of Indians, he would only attend to his own people, as he was always blamed if any trouble arose; he also states that Little Pine asked him to go and see the Blackfeet Indians. In asking Little Pine what he wanted him to do there, Little Pine told him that he was much dissatisfied with the agents, as when he demanded anything he could never get it, and he was going to see the Blackfeet Indians, to see what council they could arrive at. Poundmaker, hearing this, declined to go. Poundmaker assured me that he will not interfere with any of those Indians who are going about to make trouble, and should any of them come to see him he will tell me all they say and what they intend to do. He states that there are many Indians going about with some tobacco, and he thinks that they will try and make trouble. In regard to Mustowasis, I have given a full report to the agent, and I know that he has written to you in full. Beardy's messenger I will follow up, and get to each camp as he leaves, so that I can find out all he does and says. Beardy cannot complain; he has a pretty fair crop and gets good help. During my visit at his reserve I found every family had a fair supply of food.

I would recommend that when the Indian Act comes into force to have some of these leading men put in the lock-up, to make an example of them. I will stay some

time among Big Bear's people, and will do the best I can to prevent him to join these foolish Indians, and hope I will be able to do with him, as I think I have done some good to Poundmaker, by talking to him and explaining everything to him for his own good.

I think, if I mistake not, Poundmaker will again make a good Indian. He promised me in the name of God he will not interfere with any of the other Indians, but only his own. If he proves himself to be a good Indian this season, I only hope some small inducement be shown him during seed time. He states that the Indians are sending tobacco from camp to camp, and should he hear of what is going on he will tell me everything he hears.

I am, Sir, your obedient servant,

Hon. the Indian Commissioner, Regina.

Telegram to Comptroller North-West Mounted Police.

CARLTON, N.W.T., 2nd January, 1885.

Riel proposed to Macdowell to go States if Government would give him assistance in money. Suppose five thousand dollars enough.

L. N. F. CROZIER.

(*Confidential.*) CARLTON, 1st January, 1885.

SIR,—I have the honor to forward report from Inspector Howe relative to a conversation Riel had with Mr. Macdowell. It will explain itself.

I have the honor to be, Sir, your obedient servant,

L. N. F. CROZIER, *Superintendent.*

Comptrollor North-West Mounted Police, Ottawa.

CARLTON, 31st December, 1884.

SIR,—I have the honor to report that on the 9th December there was a large half-breed meeting, called by Riel, at St. Laurent, for the purpose of again talking over their Bill of Rights.

On the 22nd, Mr. Macdowell, member for the North-West Council, accompanied by Father André, Roman Catholic priest at Prince Albert, proceeded to St. Laurent, at the request of Riel, who desired to see and talk with Mr. Macdowell, as member for the district.

On Mr. Macdowell's arrival at St. Laurent, Riel informed him that he wished to make a proposition to him, of which he wished representation made to the Government.

He first stated that he was very poor, and that he did not know what would become of him; was afraid he would starve, and starvation made men desperate; that he had great power over the half-breeds, and that he could influence them, politically or otherwise, as he thought fit. He said he was tired of Canada and wished to return to Montana, but had not the means to do so; that if the Government would give him pecuniary assistance, and something to settle on his wife and family (Mr. Macdowell thinks $5,000 would be accepted by him); that if the Government grants his request, he will at once leave for Montana, and remain there. He would guarantee to give up all connection with the half-breeds in the country; and having, he says, such great influence over them, he will guarantee that all claims they now have against the Government will be at once dropped. By this he means that he will throw over all his half-breed supporters and return to Montana himself.

I have the honor to be, Sir, your obedient servant,

JOSEPH HOWE, *Inspector.*

Officer Commanding North-West Mounted Police, Battleford.

Re Half-breeds in Northern District.

REGINA, 9th January, 1885.

SIR,—I have the honor to forward the accompanying copy of a report from the officer commanding at Carlton, on the subject of the half-breeds in the district under his command.

I have the honor to be, Sir, your obedient servant,

A. G. IRVINE, *Commissioner.*

Comptroller North-West Mounted Police, Ottawa.

BATTLEFORD, 26th December, 1884.

SIR,—Attached please find copy of confidential report just received from Superintendent Gagnon, Carlton.

L. N. F. CROZIER, *Superintendent.*

Commissioner North-West Mounted Police, Regina.

CARLTON, 23rd December, 1884.

SIR,—I have the honor to report that during the last month the half-breeds of St. Laurent and Batoche settlements held a public meeting, to adopt a petition drawn up by a committee, and that this petition, signed by the settlers of both settlements, has been forwarded to Ottawa. This meeting, from all reports, seems to have been very orderly.

Several other smaller re-unions have taken place during the same period, but all had reference to school matters. The half-breeds are pressing Riel to settle amongst them, and have given him, as a token of their gratitude for services rendered, a house well furnished, and will further, on 2nd January next, present him with a purse.

These testimonials are for the good will of the majority, and would go towards denying certain rumors, which say that several are lacking confidence in their leader, that his way of acting and speaking denote a very hot head, and that he does not agree with their priests. There is no doubt that a great number are still led by him, and would act on his dictates. Some time ago I sent several men to the South Branch to have horses shod. The river being full of floating ice, they could not cross. Some way or other, the report was brought to the east side of the river that these men were sent to arrest Riel, who was then at the crossing. Within half an hour, over one hundred men had collected to protect him.

There is a certain amount of suffering amongst the half-breeds, but not to the extent it was expected to reach. Large quantities of supplies are required for this part of the country, and all who have horses can make a living by freighting them.

As far as I can see, the chief grievance of the half-breeds is that they are afraid the Government will not sanction the way they, amongst themselves, have agreed to take their homesteads—ten chains frontage on the river by two miles back.

The Indians are quiet.

The sub-agent here reports that one of the southern Indians, who makes it a business to run from band to band, trying to create mischief, is now in Beardy's Band.

The agent has a criminal charge to prefer against him, and as soon as the guard room is fitted up I will have him arrested.

I have the honor to be, Sir, your obedient servant,

S. GAGNON.

Major L. N. F. CROZIER, Superintendent North-West Mounted Police, Battleford.

Re Indians in Northern District.

REGINA, 30th January, 1885.

SIR,—I have the honor to forward the accompanying copy of a report from the officer commanding "D" Division, relative to the movements of the Indians in the northern district.

I have the honor to be, Sir, your most obedient servant,
R. BURTON DEANE,
Superintendent and Adjutant for Commander on Duty.

Comptroller North-West Mounted Police, Ottawa.

BATTLEFORD, 14th January, 1885.

SIR,—On my return from Carlton and Prince Albert I was informed that a party of Indians had gone west to Edmonton, and would notify, on the road, all the Indians, that there would be a large gathering at Duck Lake next spring (I presume the annual "sun dance" being the occasion of the gathering). On further enquiry I find that they went only to Red Pheasant's reserve, at the Eagle Hills, and from that they returned to Duck Lake, being persuaded to do so by one of the leading Indians there.

This is the second time Indians have come here on the same mission, that I know of; others may have gone on. Certainly there is an effort being made to have a large gathering at Duck Lake next spring. I was informed, also, that there will be an effort made to get the Qu'Appelle and other Indians in the south-easterly part of the Territory to assemble there. Little Pine, too, it appears, when at the Blackfoot Crossing, tried to arrange to get as many as possible of Blackfeet and southern Indians to come north in the spring. He has told Indians that he has arranged that many of them will be there. Poundmaker says that Little Pine told his young men not to dispose of their guns, and he furthermore says that Little Pine has come to some understanding with the Blackfeet, but is not sure as to its nature; he (Poundmaker) says when Little Pine recovers his eyesight he will get full particulars.

It would seem from this that Little Pine is not so reliable and contented as was imagined. On the other hand, Poundmaker is apparently doing admirably.

I have great confidence in him, and believe that he can be, with proper management, always relied upon as one of our best Indian chiefs. He is well worth having as a friend, too, for he is a clever man, and of great influence among the Indians, either for good or evil, as he may choose.

I have the honor to be, Sir, your obedient servant,
L. N. F. CROZIER, *Superintendent.*

Commissioner North-West Mounted Police, Regina.

REGINA, 25th February, 1885.

To FRED. WHITE, Department of the Interior, Ottawa.

Gagnon telegraphs half-breeds held a meeting at South Branch yesterday; object to beg Riel to stay in country; he will stay; evidently his own meeting. Orderly.

A. G. IRVINE.

BATTLEFORD, 5th February, 1885.

Attached please find copy of report received from Inspector Dickens regarding Indians in his district.

L. N. F. CROZIER.

Comptroller North-West Mounted Police, Ottawa.

FORT PITT, 2nd February, 1885.

SIR,—I have the honor to submit a report of occurrences at this post during the month of January.

Information having been received, that there were several half-breeds at Turtle Lake, some 70 miles east of this post, who were in communication with Riel, I caused a private enquiry to be made at that place, and ascertained that there were some half-breeds from Taylor's settlement engaged in fishing; but no half-breeds from any other part of the country had been there.

Little Poplar had been camped at the lake up to the end of December, but had gone into Moosomin's reserve with a load of fish.

At Frog Lake, Big Bear and his Indians have been cutting wood and hauling logs for Indian Department. Big Bear's councillors, with one exception, are in favor of taking up a reserve. Many of Big Bear's Indians have applied to be allowed to leave him and to join one of the bands on the reserves.

Should he refuse to take up a reserve in the spring, I think that the band will split up, and that he will have very few followers. He talks in his usual manner, and says he is going "slowly, slowly" to his reserve.

The Indians on the reserve are quiet, and appear to be contented. Several of them have had hay and potatoes to sell, and have been able to procure some comforts during the winter.

I have the honor to be, Sir, your obedient servant,

FRANCIS J. DICKENS, *Inspector, Commanding Post.*

Officer Commanding North-West Mounted Police, Battleford.

NORTH-WEST MOUNTED POLICE, REGINA, 13th February, 1885.

SIR,—I have the honor to forward, for your information, the accompanying copy of a report from the officer commanding at Carlton, relative to half-breed matters in that district.

I have the honor to be, Sir, your most obedient servant,

A. G. IRVINE, *Commissioner.*

The Comptroller, Ottawa.

BATTLEFORD, 30th January, 1885.

SIR,—Attached please find copy of report received from Superintendent Gagnon, commanding at Carlton, relative to half-breed matters in that district.

L. N. F. CROZIER.

Comptroller, North-West Mounted Police, Ottawa.

CARLTON, 26th January, 1885.

SIR,—I have the honor to report that during the last month nothing of importance has occurred amongst the half-breeds of this district.

They had, after New Year, a social meeting, at which they presented their chief, Riel, with the sum of sixty dollars ($60) as a token of their good will.

The meeting was very orderly and loyal, and no allusions were made to the actual troubles. It seems that Riel has had difficulties in getting enough supplies for his own family lately, and had to beg assistance from the Roman Catholic missionary at St. Laurent, who assisted him. It has been stated to me that the petition prepared had been sent to Ottawa, but it appears that only a letter, preparatory to sending the petition, has been forwarded. The petition is undergoing being signed, and will be forwarded next month.

An Indian named Jakerman was arrested during the month on a charge of attempting to obtain money under false pretences, and discharged, no evidence of a crime having being committed being adduced.

I have the honor to be, Sir, your obedient servant,

S. GAGNON, *Superintendent.*

Officer Commanding "D" Division, Battleford.

North West Mounted Police, Battleford, 19th January, 1885.

Attached please find copy of report from Inspector Dickens, *in re* Big Bear's Indians.

L. N. F. CROZIER.

Comptroller North-West Mounted Police, Ottawa.

Fort Pitt, 12th January, 1885.

Sir,—I have the honor to report that Big Bear's Indians are working, being engaged in drawing logs, cutting wood, &c.

As long as they work they will receive rations. All quiet at present.

I am your obedient servant,

FRANCIS J. DICKENS, *Inspector.*

Telegrams received and sent from office of the Comptroller North-West Mounted Police on subject of Half-breed troubles.

From Commissioner, dated Regina, 10th March, 1885.

Just received the following telegram from Gagnon, dated to-day, from Carlton; have shown it to Lieutenant-Governor. Half-breeds excited; move about more than usual preparing arms. Do not know cause or object of these preparations.

From Superintendent Crozier, dated Carlton, 11th March, 1885.

Half-breeds greatly excited; reported they threaten attack on Carlton before 16th. Half-breeds refuse to take freight or employment for Government; will stop all freight coming into country after 16th of this month; getting arms ready; leader will not allow people to leave home, as they may be required. Origin of trouble I think because letter received stating Riel not recognised British subject; they expect arms from States. Have ordered 25 men from Battleford and one gun to come here at once.

From Lieut.-Col. Irvine, dated Regina, 14th March, 1885.

Lieutenant-Governor received telegram dated Carlton, to-day, from Crozier, saying half-breed rebellion may break out any moment and joined by Indians, and asking that his division be largely increased.

Would recommend that at least one hundred men be sent at once, before roads break up. Please instruct.

To Col. Irvine, dated Ottawa, 14th March, 1885.

Start for the north quickly as possible, with all available men up to one hundred. Telegraph marching out state and report when passing telegraph station.

From Superintendent Crozier, dated Duck Lake, 17th March, 1885.

Our movements and preparations have quieted matters; no cause for alarm now. Prince Albert people did splendidly.

From Superintendent Deane, dated Regina, 19th March, 1885.

The following received from Superintendent Crozier: Rumor to-night Indians being tampered with; large force should be sent without delay, that arrest may be made if necessary, to prevent further and continuous trouble from Riel and followers. Militia arms from Battleford will be here in a day or two.

From Superintendent Crozier, dated Carlton, 21st March, 1885.

Rebels seized storehouse South Branch. Lash, Indian agent, and other prisoners. Threatened attack on Carlton to-night or to-morrow. Rebels by last report assembled at Batoche's Crossing.

RETURN

(123*b*).

To an ADDRESS of the HOUSE OF COMMONS, dated 6th February, 1885 :—

For copies of all Orders in Council, Imperial, Canadian or Provincial, in the hands of the Government and not already laid before Parliament, relating to the disputed Boundaries of Ontario; also all Despatches and Correspondence with any of the Provinces and with the Imperial Government upon the same subject.

By Command,

J. A. CHAPLEAU,

Department of the Secretary of State, Ottawa, 18th June, 1885. *Secretary of State.*

The Earl of Derby to the Governor General.

DOWNING STREET, 27th August, 1884.

MY LORD,—With reference to your despatch, No. 105, of the 19th May last, relating to the question of the boundary between the Provinces of Ontario and Manitoba, I have the honor to transmit to you herewith, to be laid before your Government, a copy of a letter from the Council Office, accompanied by six copies of Her Majesty's Order in Council of the 11th instant, determining the boundary in question.

It will be observed that one of these copies is an authentic document, under seal, and is intended to be kept among the Archives of the Dominion.

With regard to the third section of the report of the Judicial Committee, I shall be glad to be informed whether it is desired that the Imperial legislation therein proposed shall be promoted by Her Majesty's Government, and in that case a draft of the Bill which is thought proper should be transmitted to me for the consideration of Her Majesty's Government.

I have, &c.,

DERBY.

Governor General, The Most Hon.
The Marquis of Lansdowne, G.C.M.G. &c., &c., &c.

Privy Council Office to Colonial Office.

WHITEHALL, 15th August, 1884.

SIR,—I am directed by the Lord President of the Council to transmit to you, for the information of the Earl of Derby, six copies of Her Majesty's Order in Council of the 11th August, determining the boundary between the Provinces of Ontario and Manitoba, in the Dominion of Canada.

One of these copies of the Order is an authentic document, under seal, being a triplicate of the Order issued to the agents of the Provinces respectively, and the Lord President would suggest that this sealed copy should be transmitted to His Excellency the Governor General of Canada, to be kept among the Archives of the Dominion.

I have, &c.,

HENRY REEVE, *Reg. Privy Council.*

The Under Secretary of State for the Colonies.

AT THE COURT OF OSBORNE HOUSE, ISLE OF WIGHT, THE 11TH DAY OF AUGUST, 1884.

Present:

THE QUEEN'S MOST EXCELLENT MAJESTY,

HIS ROYAL HIGHNESS THE PRINCE OF WALES.

Lord President,	Earl of Northbrook,
Lord Steward,	Sir T. Erskine May,
Earl Granville,	Sir A. Cooper Key.

Whereas there was this day read at the Board a report from the Judicial Committee of the Privy Council, dated the 22nd of July last past, in the words following, viz.:—

"Your Majesty having been pleased, by your Order in Council of the 26th June, 1884, to refer unto this Committee the humble petition of Oliver Mowat, Your Majesty's Attorney General for the Province of Ontario, and as representing that Province; and of James Andrews Miller, Your Majesty's Attorney-General for the Province of Manitoba, as representing that Province—in the matter of the boundary between the Provinces of Ontario and Manitoba in the Dominion of Canada, between the Province of Ontario, of the one part, and the Province of Manitoba, of the other part, setting forth that a question has arisen and is in dispute between the Provinces of Ontario and Manitoba respecting the western boundary of the Province of Ontario, and it has been agreed between those Provinces to submit such question to Your Majesty in Council for determination: the following special case has accordingly been agreed upon between the petitioners as representing the two Provinces aforesaid:—

SPECIAL CASE.

The Province of Ontario claims that the western boundary of that Province is either (1) the meridian of the most north-westerly angle of the Lake of the Woods, as described in a certain award made on the 3rd August, 1878, by the Hon. Chief Justice Harrison, Sir Edward Thornton and Sir Francis Hincks, or (2) is a line west of that point.

The Province of Manitoba claims that the boundary between that Province and the Province of Ontario is (1) the meridian of the confluence of the Ohio and Mississippi Rivers, or (2) is that portion of the height of land dividing the waters which flow into Hudson Bay from those which empty into the valley of the great lakes, and lying to the west of the said meridian line.

It has been agreed to refer the matter to the Judicial Committee of Her Majesty's Privy Council, and an appendix has been prepared, containing the materials agreed to be submitted with this case for the adjudication of the dispute, each and every of the particulars in the said appendix is submitted *quantum valeat*, and not otherwise.

In addition to the particulars set forth in the appendix, any historical or other matter may be adduced which, in the opinion of either party, may be of importance to the contention of such party, and (subject to any rule or direction of the Judicial Committee in that behalf) such additional matter is to be printed as a separate appendix by the party adducing the same, and copies are to be furnished at least ten days before the argument.

The book known as the Book of Arbitration Documents may be referred to in the argument, for the purpose of showing in part what materials were before the arbitrators.

It is agreed that in the discussion before the Judicial Committee of the Privy Council reference may be made to any evidence of which judicial notice may be taken, or which (having regard to the nature of the case and the parties to it), the Privy Council may think material and proper to be considered, whether the same is or is not contained in the printed papers:

The questions submitted to the Privy Council are as follows:—

(1.) Whether the award is or is not, under the circumstances, binding?

(2.) In case the award is held not to settle the boundary in question, then what, on the evidence, is the true boundary between the said Provinces?

(3.) Whether, in case legislation is needed to make the decision on this case binding or effectual, Acts passed by the Parliament of Canada and the Provincial Legislatures of Ontario and Manitoba, in connection with the Imperial Act, 34 and 35 Vic., chap. 28, or otherwise, will be sufficient, or whether a new Imperial Act for the purpose will be necessary?

O. MOWAT, *Attorney-General of Ontario.*
JAMES A. MILLER, *Attorney General of Manitoba.*

"And humbly praying that your Majesty in Council will be pleased to take the said special case into consideration, and that the said special case may be referred by Your Majesty to the Lords of the Judicial Committee of the Privy Council, to report thereon to Your Majesty at the Board, and that such Order may be made thereupon as to Your Majesty shall seem meet. The Lords of the Committee, in obedience to Your Majesty's said Order of reference, have taken the said humble petition and special case into consideration, and having heard counsel for the Province of Ontario, and also for the Province of Manitoba, their Lordships do this day agree humbly to report to Your Majesty as their opinion:—

"1. That legislation by the Dominion of Canada as well as by the Province of Ontario, was necessary to give binding effect, as against the Dominion and the Province, to the award of the 3rd August, 1878, and that as no legislation has taken place the award is not binding.

"2. That nevertheless their Lordships find so much of the boundary lines laid down by that award as relate to the territory now in dispute between the Province of Ontario and the Province of Manitoba to be substantially correct and in accordance with the conclusions which their Lordships have drawn from the evidence laid before them.

"That upon the evidence their Lordships find the true boundary between the western part of the Province of Ontario and the south-eastern part of the Province of Manitoba to be so much of a line drawn to the Lake of the Woods, through the waters eastward of that lake and west of Long Lake, which divide British North America from the territory of the United States, and thence through the Lake of the Woods to the most north-western point of that lake as runs northward from the United States boundary, and from the most north-western point of the Lake of the Woods, a line drawn due north, until it strikes the middle line of the course of the river discharging the waters of the lake called Lake Seul, or the Lonely Lake, whether above or below its confluence with the stream flowing from the Lake of the Woods towards Lake Winnipeg; and their Lordships find the true boundary between the same two Provinces to the north of Ontario and to the south of Manitoba, proceeding eastward from the point at which the before mentioned line strikes the middle line of the course of the river last aforesaid, to be along the middle line of the course of the same river (whether called by the name of the English River, or as to the part below the confluence, by the name of the River Winnipeg) up to Lake Seul, or the Lonely Lake, and thence along the middle line of Lake Seul, or the Lonely Lake, to the head of that lake, and thence by a straight line to the nearest point of the middle line of the waters of Lake St. Joseph, and thence along that middle line until it reaches the foot or outlet of that lake, and thence along the middle line of the river by which the waters of Lake St. Joseph discharge themselves, until it reaches a line drawn due north from the confluence of the Rivers Mississippi and Ohio, which forms the boundary eastward of the Province of Manitoba.

"3. That without expressing an opinion as to the sufficiency or otherwise of concurrent legislation of the Provinces of Ontario and Manitoba, and of the Dominion of Canada (if such legislation should take place), their Lordships think it desirable and most expedient that an Imperial Act of Parliament should be passed to make this decision binding and effectual."

Her Majesty having taken the said report into consideration, was pleased, by and with the advice of Her Privy Council, to approve thereof, and to order, as it is hereby

ordered, that the same be punctually observed, obeyed and carried into execution. Whereof the Governor General of the Dominion of Canada, the Lieutenant-Governor of the Province of Ontario, the Lieutenant-Governor of the Province of Manitoba, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

C. L. PEEL.

GOVERNMENT HOUSE, TORONTO, 22nd November, 1884.

SIR,—It is desirable that the decision of the Most Hon. the Privy Council on the long-pending boundary dispute should be confirmed by legislation at the present session of the Imperial Parliament, and it is presumed that a request to that effect by the Dominion Government, through His Excellency the Governor General, would, if properly communicated, probably facilitate the immediate passing of such an Act.

My Government, therefore, desire very earnestly to press your Government to take, without further delay, the necessary steps for this purpose, if these have not been taken already. You are aware that their Lordships of the Judicial Committee of the Privy Council reported to Her Majesty their opinion, "that it was desirable and most expedient that an Imperial Act of Parliament should be passed to make their decision binding and effectual."

I take this opportunity of saying that I would be glad if your Government would consent to the whole northerly boundary being included in the Act. I think that the Dominion Government will agree with mine, that the Privy Council having decided in accordance with the award as respects our westerly boundary, and as repects the westerly part of our northerly boundary, the grounds of the decision at which they arrived involve a decision as to the remainder of the northerly boundary, in accordance with the award.

May I remind you that the request of my Government, communicated in my despatch of 31st January last, that the reference to the Privy Council which this Province and the Province of Manitoba had agreed on should be extended, so as to embrace the whole subject of the northerly as well as the westerly boundaries of the Province, was approved of by your Government in March last, and communicated to me by your despatch of the 18th of that month. This despatch stated that your Government was of opinion "that it is desirable to settle now and for ever the whole westerly and northerly boundary, and believes that the case, as it will be presented to the Judicial Committee of the Privy Council, will afford such material as is available for the further purpose referred to."

In the same despatch it was further observed that "as the western boundary between Ontario and the Territory of Keewayden (Keewatin) is the continuation of the line between Ontario and Manitoba, and the northern boundary of Ontario is the southern limit of Rupert's Land, upon which the line of the western boundary depends, the submission of the further questions would seem, therefore, expedient and opportune, and this Government is of opinion that it is desirable, if their Lordships so please, that their decision should cover the additional ground referred to in your despatch before mentioned."

The case which had been agreed to by the two Provinces requested the opinion of the Privy Council as to our westerly boundary only, the same being the boundary between the two Provinces; and Manitoba having no interest, did not ask for a decision as to the northerly boundary, except so far as was necessary to determine how far our westerly boundary extended in that direction. A supplementary case was therefore shortly afterwards prepared and settled by counsel for the Dominion, with my Attorney-General, for the purpose of requesting that the decision of their Lordships should embrace the whole of our northerly boundary.

The case so settled was sent to your Government for confirmation. No action thereon having been taken by your Government, the case agreed on between the two Provinces in respect to the boundary between them had to be argued before their Lordships in July last, without this supplementary case, counsel of your Govern-

ment taking, on behalf of the Dominion, the leading part in the argument, and with the concurrence of counsel for all parties their Lordships considered, and decided, not only the westerly boundary, but part also of the northerly boundary of this Province.

Rather than have any delay in consequence of the proposal that the Act should include the whole of our northern boundary, my Government would prefer that the Act to be passed this Session should be confined to so much of the northern boundaries of the Province as have been expressly decided by their Lordships, leaving the remainder of the northern boundary for future action.

It is in that portion of the recently disputed territory, the bounds of which are expressly included in the decision of their Lordships, that settlement has taken place.

To expedite the matter, I have had prepared a draft Bill to carry into effect the decision, whether it is to be confined to what the Privy Council has expressly decided, or to cover the whole subject of the northerly as well as westerly boundaries. I have the honor to enclose a copy of this Bill for the consideration of your Government.

I have, &c.,

JOHN BEVERLY ROBINSON, *Lieutenant-Governor Ontario.*

Hon. the Secretary of State, Ottawa.

BILL.

Whereas the westerly and northerly boundaries of the Province of Ontario, in the Dominion of Canada, being in dispute between the Governments of the Dominion and Province, the matter was referred by the two Governments to arbitration, and the arbitrators made an award on the 3rd of August, 1878, but the legal validity of the reference was afterwards disputed; and whereas, after the making of the said award, by two certain Acts of the Parliament of Canada and the Legislature of Manitoba, respectively passed in the forty-fourth year of Her Majesty's reign, the easterly boundary of the Province of Manitoba, in the said Dominion of Canada, was declared to be a line drawn due north from where the westerly boundary of the Province of Ontario intersects the international boundary line dividing Canada from the United States of America; and whereas the said Province of Manitoba thereby became interested in the question as to the westerly boundary of the said Province of Ontario; and whereas the said two Provinces agreed to submit the question between them to Her Majesty in Council for determination, and the Government of the Dominion concurred in the reference.

And whereas Her Majesty, by Her Order in Council of the 26th July last, was pleased to refer unto the Judicial Committee of the Privy Council the humble petition in that behalf of the Attorney-General for the Province of Ontario and the Attorney-General for the Province of Manitoba, as representing the said Provinces respectively.

And whereas the Lords of the Committee, in obedience to Her Majesty's said Order of reference, took the matter into consideration, and after hearing counsel of the Dominion of Canada, as well as of the Provinces, reported to Her Majesty their opinion that legislation by the Dominion of Canada, as well as by the Province of Ontario, was necessary to give binding effect as against the Dominion and the Province to the award, and that as no such legislation had taken place the award was not binding; that nevertheless their Lordships found so much of the boundary lines laid down by that award as relate to the territory in dispute between the Province of Ontario and the Province of Manitoba to be substantially correct and in accordance with the conclusions which their Lordships drew from the evidence laid before them; and that upon the evidence their Lordships found the true boundary between the western part of the Province of Ontario and the south-eastern part of the Province of Manitoba to be as in their said report stated, and further found the northern boundary of the said Province of Ontario to be on part, as in said report is set forth; and their Lordships further reported that without expressing an opinion

as to the sufficiency or otherwise of concurrent legislation of the Provinces of Ontario and Manitoba, and of the Dominion of Canada (if such legislation should take place), their Lordships thought it desirable and most expedient that an Imperial Act of Parliament should be passed to make the decision of their Lordships binding and effectual.

And whereas Her Majesty having taken the said report into consideration, was pleased, by and with the advice of Her Privy Council, to approve thereof, and to order that the same should be observed, obeyed and carried into execution.

And whereas the Governments of the Dominion and of the Province of Ontario have since agreed that the northerly boundary of the Province of Ontario (the Province of Manitoba not being interested therein), from the point up to which the same was settled by the said report and Order in Council is, and shall be the line from that point eastward as found by the said award.

And whereas the westerly and northerly boundaries of the Province of Ontario, as set forth in the said report (and the continuance of the northerly boundary according to the said award and agreement) are the boundaries as hereinafter set forth, and it is desirable and expedient that the same should be by this Act continued and made binding and effectual for all purposes.

Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lord's Spiritual and Temporal and of the Commons in the present Parliament assembled, and by the authority of the same.

And it is hereby enacted and declared that the true boundary between the western part of the Province of Ontario and the eastern part of the Province of Manitoba was and is as follows: "So much of a line drawn to the Lake of the Woods, through the waters eastward of that lake and west of Long Lake, which divide British North America from the Territory of the United States, and thence through the Lake of the Woods to the most north-western point of that lake as runs northward from the United States boundary, and from the most north-western point of the Lake of the Woods a line drawn due north, until it strikes the middle line of the course of the river discharging the water of the lake called Lake Seul, or the Lonely Lake, whether above or below its confluence with the stream flowing from the Lake of the Woods towards Lake Winnipeg.

And it is hereby further declared and enacted that the true northerly boundary of the said Province is as follows, that is to say: "Proceeding eastward from the point at which the before-mentioned line strikes the middle line of the course of the river last aforesaid, along the middle line of the course of the same river (whether called by the name of the English River, or, as to the part below the confluence, by the name of the River Winnipeg) up to Lake Seul, or the Lonely Lake, and thence along the middle line of Lake Seul, on the Lonely Lake, to the head of that lake, and thence by a straight line to the nearest point of the middle line of the waters of Lake St. Joseph, and thence along that middle line until it reaches the foot or outlet of that lake, and thence along the middle line of the (Albany) River, by which the waters of Lake St. Joseph "discharge themselves" (to the mouth of the said river, on the southern shore of Hudson Bay, commonly called James Bay, and thence along the said south shore easterly to a point where a line drawn due north from the head of Lake Témiscamingue would strike the said south shore."

Or if the Act is to be confined to so much of the northerly line as was expressly found by the report, substitute for the last ten lines from the words "discharge themselves," until it reaches a line drawn due north from the confluence of the Rivers Mississippi and Ohio.

RETURN

(130)

To an ADDRESS of the HOUSE OF COMMONS, dated 17th February, 1885 ;—For copies of all Orders in Council, despatches, and correspondence between the Government of Canada and the United Kingdom, and between the Government of Canada and Her Majesty's Ambassador at Washington, not already brought down, relating to the subject of Extradition and Extradition arrangements.

By Command.

J. A. CHAPLEAU,

Secretary of State.

Department of the Secretary of State,
23rd April, 1885.

The Marquis of Lorne to the Earl of Derby.

OTTAWA, 9th May, 1883.

MY LORD,—I have the honor to forward a copy of an approved report of a Committee of the Privy Council, embodying a report from the Hon. the Minister of Justice, having reference to the desirability of extending the list of extraditable offences between Canada and the United States.

You will observe that this report enters fully into the question, and in view of the importance of the subject, I have to request Your Lordship to take such steps as may seem to you most desirable in order that the wishes of my Government may be communicated without delay to the Government of the United States.

I have, &c.,

LORNE.

The Right Hon. the Earl of Derby, K.G., &c., &c.

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 4th May,* 1883.

On a report, dated 2nd March, 1883, from the Minister of Justice, stating that he has had under consideration a memorandum, under date 3rd February ultimo, from His Excellency the Governor General, calling attention to the desirability of extending the list of extraditable offences between Canada and the United States.

The Minister observes that it is discreditable to both countries that extraditable offences are confined to the following crimes : (1) Murder, (2) Assault with intent to commit murder, (3) Piracy, (4) Arson, (5) Robbery, (6) Forgery, and (7) the utterance of forged paper, and this list should be extended to include all serious offences.

The Minister regrets to say that the offence of embezzlement, to take for illustration, is not an uncommon one in either country, and unless the embezzlement is connected with some act that can be construed as forgery, the offender cannot be extradited. The cases of Hall and Phipps call especial attention to this. All the trouble and delay, and expensive litigation in the Hall case, would have been saved had the United States authorities been able to ask for his extradition for embezzlement, and not have been forced, as they were, to seek it on the ground that he had

committed forgery. It is possible, too, that they may yet be obliged to try him for his real offence, in addition to, or on failing to convict him for his alleged offence.

The Minister further observes that by "The Extradition Act, 1870" (Imperial) it is provided that a fugitive criminal shall not be surrendered to a foreign State unless provision is made by the law of that State or by arrangement that the fugitive criminal shall not, until he has been restored to or had an opportunity of returning to Her Majesty's dominions, be detained or tried in the foreign State for any offence committed prior to his surrender, other than the extradition crime, proved by the facts on which the surrender is given.

Since the Winslow case, fugitive criminals have been extradited at the request of the United States authorities, although no such law or arrangement exists, and have been left to be dealt with as they thought proper. This and the manner in which it is alleged some fugitive criminals so extradited have been dealt with, has tended to bring the administration of the treaty into disrepute.

The Minister is of opinion that in this connection it may not be improper to refer to the difficulties attending the conveying of prisoners under sentence from the Cassiar district, British Columbia, to Victoria or New Westminster, for imprisonment. These difficulties are again brought under notice by a communication dated 5th December last, from Sir Mathew B. Begbie, Chief Justice of British Columbia, to Your Excellency, and which was referred to the Minister of Justice.

The Minister represents that attention was first called to this matter in 1876 by the case of Peter Martin *alias* Brick-top, the full particulars of which can be found in Sessional Papers No. 125, of 1878, vol. 11, page 90, and following.

Chief Justice Begbie again called attention to the matter in 1879, when a report was made by the then Duputy Minister of Justice, upon which no action was taken.

The Minister further represents that the United States authorities are subject to quite as great difficulties in the administration of justice in Alaska, and that they are obliged to remove prisoners from Wrangel to Portland, in doing which they, not of necessity, but by reason of greater convenience, pass through the territorial waters of Canada. In these cases Canada could, on the same grounds which they urged in the Martin case, demand from the United States authorities the release of these prisoners.

The Minister of Justice is of opinion that Canada has followed the wiser course, in not raising any question as to the violation of the sovereignty of British soil in these cases, where the only result would have been to have assisted criminals to escape trial or punishment, and to have offered them a safe asylum in this country; and situated as the United States and Canada are, it is in the interest of a healthy administration of justice that each country give to the other the utmost support and assistance in the arrest and bringing to trial of criminals.

The Minister advises that steps be taken to request the Imperial authorities to open negotiations with the United States for a new treaty, extending the number of extraditable offences; and that, in the interest of the administration of justice, it be agreed and made part of the treaty, that where a person is arrested in either country for an extraditable offence, and it becomes necessary, either for trial, or for punishment after trial, to convey him through the other country, it shall be lawful for the officer in charge to so convey him on the warrant under which he was arrested, the sovereignty of the country through which the prisoner is to be conveyed being recognized by a provision that the warrant be backed by a magistrate of that country.

The Committee concur in the foregoing report of the Minister of Justice, and they respectfully recommend that Your Excellency will be pleased to transmit a copy of this Minute, when approved, to Her Majesty's Principal Secretary of State for the Colonies, coupled with such recommendation from Your Excellency as may lead to bringing about the solution of a question in which Your Excellency has taken an active interest.

JOHN J. McGEE, *Clerk Privy Council.*

The Earl of Derby to the Marquis of Lorne.

DOWNING STREET, 6th July, 1883.

MY LORD,—I have the honor to acknowledge the receipt of your despatch, No. 101, of the 9th May, enclosing a copy of an approved report of the Committee of the Privy Council, relative to the desirability of extending the lists of extraditable offences between Canada and the United States.

I communicated a copy of your despatch to the Secretary of State for Foreign Affairs, and I have to acquaint Your Lordship, for the information of your Ministers, that Her Majesty's Government are in communication with the Government of the United States in regard to the question of the negotiation of a new extradition treaty between the two countries.

I have, &c.,

DERBY.

Governor General the Right Hon. the Marquis of Lorne, K.T., G.C.M.G.

The Earl of Derby to the Governor General.

DOWNING STREET, 14th August, 1883.

MY LORD,—I have the honor to transmit to you, for communication to Your Lordship's Government, a copy of a letter from the Foreign Office, enclosing the translation of a note from the German Chargé d'Affaires at this Court, relative to the procedure to be adopted in view of the terms of section 15 of the Canadian Extradition Act of 1877, and of the provisions of the Extradition Treaty between Great Britain and Germany, of the 14th May, 1872.

I shall be glad to receive an early intimation of the views of your Government on the arrangement proposed in Count H. Bismarck's note.

I have, &c.,

DERBY.

Governor General, the Marquis of Lorne, K.T., G.C.M.G., &c.

The Foreign Office to the Colonial Office.

FOREIGN OFFICE, 2nd August, 1883.

SIR,—I am directed by Earl Granville to transmit to you a translation of a note from the German Chargé d'Affaires at this Court, containing observations and suggestions with regard to the procedure to be adopted in view of the terms of section 15 of the Canadian Extradition Act, 1877, and of the provisions of the Extradition Treaty between Great Britain and Germany, of the 14th May, 1872.

I am to request that in laying the same before the Earl of Derby you will state that Lord Granville is not aware of any objection to the arrangement proposed in Count H. Bismarck's note which would appear to be provided for by clause 2 of section 4 of the Act in question, but that His Lordship would be glad to be informed, as soon as possible, whether it is satisfactory to the Canadian Government.

I am, &c.,

J. PAUNCEFOTE.

The Under Secretary of State, Colonial Office.

Count Bismarck to Earl Granville.

GERMAN EMBASSY, 18th June, 1883.

MY LORD,—After the publication in the London *Gazette*, of 5th January of the present year, of the Order in Council of 28th December of last year, respecting the Canadian extradition law, the Imperial Ambassador reported to Berlin upon the regulations therein provided.

The extradition law in question contains, in section 15, the regulation that a demand for extradition of an offender being in Canada is to be made to the Canadian

Minister of Justice through the consular officer of the demanding State, resident in Ottawa, or through the intervention of the diplomatic representative of Great Britain in the demanding State, or, when neither of these ways appear suitable, in a way to be agreed upon.

According to article XV. of the German-English treaty of 14th May, 1872, the demand is to be addressed to the Governor or the highest magistrate of the British possession, through the highest consular officer of the German Empire in the British possession concerned. This treaty prescription (*nertrags m'assige Festsetzung*) can in nothing have been altered by the Canadian extradition law, and indeed, as provided in section 4, clause (*ziffer*) 2 of the law, nothing is to be altered. Demands for extradition, accordingly, when it is a question of the surrender of offenders who are in Canada, are on the part of Germany, to be made neither in the first nor in the second of the three ways provided in section 15 of the Canadian Extradition Law. The first way seems at once to be excluded for the reason that a German consular officer does not reside at all in Ottawa. The second (through the intervention of the Royal Embassy of Great Britain at Berlin) would not be in harmony with the prescription in article XV of the Extradition Treaty. There remains, then, for the German Government, only the third clause provided in the law, to come to a special agreement in such cases. Such an agreement could not be needful if a superior German consular officer were at hand in Canada, as he would, agreeably with article XV of the treaty, have to address the demand to the Governor General of Canada. So long, however, as a supreme consular officer is not expressly appointed in Canada on the part of the German Empire, it would be well, as the Chancellor of the Empire has pointed out in an Order addressed to me, that the German Government should designate one of its consular officers resident in Canada to be regarded in the sense of article XV of the treaty of 14th May, 1872, as the highest consular officer there, and accordingly competent to make the demand for extradition to the Governor of Canada, in accordance with the treaty.

My august Government has decided to designate the Imperial consul at Montreal, which is situate in the official district of Ottawa, and I am instructed to give Your Lordship information hereof, and to beg, at the same time, that you would be so good as to let me have an intimation whether Your Lordship has any observations to offer on this course.

Further: as regards applications on the part of Canada for the extradition of offenders being in Germany, I am charged to invite Your Lordship's attention to the fact that in such cases, of the modes provided in section 22 of the Canadian extradition law of 1877, only that of the application in a diplomatic way by the accredited diplomatic representative of Great Britain in Germany can come into employment, as only this way corresponds to the provisions of the Extradition Treaty of 14th May, 1872 (article XV, last clause (*abstaz*) and article XIII (first clause).

With, &c.,

BISMARCK.

Earl Granville, &c., &c., &c.

The Marquis of Lorne to the Earl of Derby.

OTTAWA, 2nd October, 1883.

MY LORD,—In reply to your despatch, No. 527, of the 14th of August last, enclosing the translation of a note from the German Chargé d'Affaires of Great Britain, relative to the procedure to be adopted in view of the terms of section 15 of the Canadian Extradition Act of 1877, and of the provisions of the Extradition Treaty between Great Britain and Germany, of the 14th May, 1882, and requesting an intimation of the views of my Government on the arrangements proposed in Count H. Bismarck's note, I have now the honor to forward to Your Lordship herewith, a copy of an approved report of a Committee of the Privy Council, embodying a report by

the Minister of Justice, from which it will be seen that my Government acquiesce in the proposed arrangement.

I have, &c.,

LORNE.

Right Hon. the Earl of Derby, K. G., &c., &c., &c.

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 26th September*, 1883.

The Committee of the Privy Council have had under consideration a despatch dated 14th August, 1883, from the Right Hon. the Secretary of State for the Colonies, enclosing the translation of a note from the German Chargé d'Affaires to Great Britain, relative to the procedure to be adopted in view of the terms of section 15 of the Canadian Extradition Act of 1877, and of the provisions of the Extradition Treaty between Great Britain and Germany, of the 14th May, 1872.

The Minister of Justice, to whom the despatch was referred, reports as follows:—That section 15 of the Canadian Extradition Act of 1877 expressly provides that where neither of the other modes therein mentioned are convenient, the requisition for surrender may be made in such other mode as may be settled by arrangement.

There appears to be no objection to the arrangement proposed by the German Government, viz., that the German consul at Montreal should be designated by the German Government as the highest consular officer in Canada, in the sense of Article 15 of the Treaty for making requisition for the surrender of fugitive criminals in accordance therewith.

That with respect to applications on the part of Canada for the surrender of fugitives being in Germany, it is suggested that they should continue to be made through the accredited representative of Great Britain in Germany. In that view the Minister of Justice also coincides.

The Committee concur in the report of the Minister of Justice, and they recommend that the Right Hon. the Secretary of State for the Colonies be informed that Your Excellency's Government acquiesces in the arrangement proposed in Count H. Von Bismarck's note, and they respectfully submit the same for Your Excellency's approval.

JOHN J. McGEE, *Clerk Privy Council.*

The Marquis of Lansdowne to the Earl of Derby.

OTTAWA, 9th April, 1884.

MY LORD,—I have the honor to forward herewith, for Your Lordship's consideration, a copy of an approved report of a Committee of the Privy Council, covering a resolution passed by the British Columbia Board of Trade, on the 4th of January last, respecting the transmission of prisoners from Cassiar to Victoria, through the waters and territory of the United States.

I have, &c.,

LANSDOWNE.

Right Hon. the Earl of Derby, K.G., &c., &c.

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 26th March*, 1884.

On a report, dated 18th March, 1884, from the Minister of Justice, stating that he has had before him a copy of a resolution passed by the British Columbia Board of Trade at Victoria, B.C., on the 4th of January last, respecting the transmission of prisoners from Cassiar to Victoria, through the waters and territory of the United States, by way of Stickeen River.

The Minister recommends that a copy of the said resolution be transmitted to Her Majesty's Principal Secretary of State for the Colonies, to be considered in connection with a report of the Minister of Justice, approved by His Excellency the Governor General in Council on the 4th of May, 1883.

The Committee advise that Your Excellency be moved to transmit a copy of the resolution above referred to to Her Majesty's Principal Secretary of State for the Colonies, accordingly.

JOHN J. McGEE, *Clerk Privy Council*

BRITISH COLUMBIA BOARD OF TRADE,
VICTORIA, B.C., 4th January, 1884.

SIR,—I have the honor to inform you that at a meeting of the Board this day, held in the city of Victoria, it was unanimously resolved that the Secretary "address a letter to the Hon. the Minister of Justice, at Ottawa, expressive of the difficulties experienced in transmitting prisoners from Cassiar to Victoria, through the waters and territory of the United States, by way of Stickeen River, and that the Hon. the Minister be respectfully urged to take such steps in regard to this matter with the Government of the United States as will immediately obviate the difficulties complained of."

I am therefore desired by the President and Council to request that you will be graciously pleased to give the matter your earnest consideration and early attention.

I have the honor to be, Sir, your most obedient servant,

EDGAR CROW BAKER, *Secretary*.

Hon. the Minister of Justice, Ottawa, Ont.

The Earl of Derby to the Governor General.

DOWNING STREET, 12th June, 1884.

MY LORD,—With reference to your despatch, No. 62, of the 9th of April, respecting the conveyance of prisoners from Cassiar to Victoria, through the waters and territory of the United States, I have the honor to transmit to you, for communication to Your Lordship's Government, a copy of a letter from the Foreign Office, enclosing a despatch from Her Majesty's Minister at Washington, with the President's Message in respect to extradition between Great Britain and the United States.

I have, &c.,

DERBY.

Governor General the Most Honorable
The Marquis of Lansdowne, G.C.M.G., &c.

The Foreign Office to Colonial Office.

FOREIGN OFFICE, 3rd June, 1884.

SIR,—I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Earl of Derby, a copy of a despatch from Her Majesty's Minister at Washington, enclosing a copy of the President's Message in respect to extradition between Great Britain and the United States.

I am, &c.,

T. V. LISTER.

The Under Secretary of State, Colonial Office.

HOUSE OF REPRESENTATIVES.

Extradition of Criminals under Treaty of 1842 *with Great Britain.*

MESSAGE from the President of the United States, transmitting a communication from the Secretary of State respecting the extradition of criminals under the Treaty of 1842 with Great Britain, 12th May, 1884. Referred to the Committee on Foreign Affairs and ordered to be printed.

To the House of Representatives:

I transmit herewith, in answer to the resolution of the House of Representatives, of the 6th February last, a communication from the Secretary of State, respecting the extradition of criminals under the treaty of 1842 with Great Britain.

CHESTER A. ARTHUR.

EXECUTIVE MANSION, WASHINGTON, 12th May, 1884.

To the President:

The undersigned Secretary of State, to whom was referred a resolution of the House of Representatives, of the 6th of February, as follows:—

Resolved, That the President be requested to transmit to this House complete copies of all correspondence between this Government and that of Great Britain, respecting the extradition of alleged fugitives from justice that has taken place since the date of the President's special message to Congress, of 23rd December, 1876, announcing that the suspended extradition under the treaty of 1842 had been resumed, and that the aforesaid correspondence be accompanied by projects of any new extradition stipulations that may have been submitted by either Government to the other since the suspension, in 1876, of the operations under the tenth article of the treaty of 1842, has the honor to submit to the President the following report:—

With a view to understanding the scope of the resolution and the nature of the information desired by the House of Representatives, the resolution has been considered in connection with the report of the Committee on Foreign Affairs. It would appear therefrom that the main purposes in view are to ascertain,—

1st. Whether the interpretation of the provisions of the tenth article of the Treaty of 1842 with Great Britain has been the subject of contention between the two Governments since the date of the President's Message of 23rd December, 1876, announcing that the suspended extradition under the treaty of 1842 had been resumed.

2nd. Whether any applications have been made to this Government by that of Great Britain, looking to the extradition of any person or persons for a crime not enumerated in the treaty, or for a crime of a political character; and

3rd. Whether negotiations have been carried on between this Government and that of Great Britain, at any time since 23rd December, 1876, looking to the modification of the existing provisions for extradition, and if so, to possess the text of any drafts of treaties considered in the course of such negotiation.

There may be other points of inquiry in the report submitting the resolution, but it is thought that they will be sufficiently answered by the present report.

In the first place, the undersigned has the honor to report that no contention has arisen between the two Governments, since 23rd December, 1876, respecting the interpretation or effect of the tenth article of the treaty of 1842. The point, therefore, in dispute, as to whether surrender should be conditional on a guarantee of the Government receiving the surrendered person that he should not be tried for any other than the offence for which he was surrendered, having been waived, has not been revived in any case of a demand of extradition since made. There is, therefore, no correspondence on this point to be submitted.

In the second place, no demand looking to the extradition of any person for an offence not specified in the enumeration of the treaty has been made by the Government of Great Britain upon that of the United States, or by the Government of the United States upon that of Great Britain. A number of demands have been reciprocally made. In each case the offence has been specified in the terms covered by the enumeration of the treaty, and the proceedings have been certified by the examining magistrate in due form of law to the Executive, with all the evidence adduced to support the charge. It has then become the duty of the Executive Department to examine the evidence in review, and decide upon its sufficiency, before issuing a warrant of surrender. In no case has any presumption been raised, either by the evidence or by representations on behalf of the accused, that the crime imputed was of a political character, or connected with offences of such character. Had such

a presumption been raised it would have been the duty of the Executive to decide the question and determine whether the surrender should be granted. It is held that, although the treaty is itself silent as to political accusations, and our statutes are equally silent on this point, yet, under International law and usage, the right to determine whether an offence imputed is so political in its nature or surroundings as to warrant a refusal to surrender, is one inherent in national sovereignty, and requiring no authority or obligation of treaty to permit its exercise.

It is not supposed to have been in the purview of the resolution that all the papers in regard to each individual demand of extradition, since 23rd December, 1876, should be submitted to the House of Representatives, and no attempt is made to do so.

In the third place, the undersigned must hold that, although the resolution omits—doubtless inadvertently—the usual clause, that the submission of correspondence which is requested shall be made, if, in the opinion of the President, it be not incompatible with the public interest, it is not the intent of Congress to request the President to communicate matters which it may not comport with the public interest to disclose.

It may have been within the purview of the resolution to inquire whether the limited enumeration of offences in the tenth article of the treaty of 1842 has been found inadequate to subserve the public interests. The undersigned may observe that on past occasions representations have been made to the Department of State by persons interested in the secure administration of justice, that the want of a more comprehensive schedule of extraditable crimes is detrimental to the interests of this country, but such domestic correspondence is not understood to be requested. A similar representation has been made by the Executive of the Dominion of Canada, through the British Legation in this capital, and as this representation may be deemed to come within the scope of the resolution, a copy of the British Minister's note is herewith transmitted to the President, to the end that, if he deem it proper to do so, it may be communicated to the House of Representatives, for the information of that body. By the tenth article of the Treaty of 1842 the following crimes only are enumerated:—

(1.) Murder; (2.) Assault with intent to commit murder; (3.) Piracy; (4.) Arson; (5.) Robbery; (6.) Forgery; (7.) The utterance of forged paper.

The bulk of the representations made to this Department in favor of an enlargement of the list have urged that fraudulent bankruptcy and embezzlement should be especially named.

If an opportunity for revision and enlargement of the British list be found, this Department would favor the addition of manslaughter, counterfeiting, embezzlement of public moneys or by persons hired or salaried, larceny, perjury, rape, abduction, child-stealing, kidnapping, burglary, criminal destruction of a vessel, and mutiny or revolt on shipboard, all of which are found specified and appropriately defined in the later extradition treaties of the United States with other powers.

It will be observed that the existing engagement with Great Britain is silent as to the nationality of the accused—that is, it makes no exception to citizens of the surrendering country, and under it an American citizen is equally liable with any alien to be surrendered.

A common provision in modern extradition treaties is to the effect that "neither of the contracting parties shall be bound to deliver up its own citizens or subjects under the stipulations of the convention." I do not think such a reservation, being reciprocal in its effect, desirable in a treaty with Great Britain. A recent case with Mexico has shown that this reservation may work an obvious miscarriage of justice, if it be held that under no circumstances may the Executive surrender a citizen to a foreign Government, except when bound thereto. (*See* Senate Doc. 98, Forty-eighth Congress, First Session.) There are fourteen treaties with the United States containing the provision referred to. This subject should be legislated upon by Congress, so that the Executive may have the option of surrender, when such a treaty provision exists.

Whether the Executive should not also have the option of surrender of aliens, in the absence of treaty, on conclusive showing of the commission of crime abroad, is a question worthy of consideration.

Respectfully submitted.

FREDERICK T. FRELINGHUYSEN.

DEPARTMENT OF STATE, WASHINGTON, 12th May, 1884.

Mr. West to Mr. Frelinghuysen.

WASHINGTON, 9th May, 1883.

SIR,—I have the honor to transmit herewith a copy of an approved report of a Committee of the Privy Council of Canada, embodying a report by the Minister of Justice of that Government, on the subject of extraditable offences between Canada and the United States, a subject Lord Lorne states, in his dispatch to me, much requiring early consideration.

I have the honor to be, with the highest consideration, Sir,

Your obedient servant,

L. S. SACKVILLE WEST.

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council for Canada, approved by His Excellency the Governor General on the 4th day of May,* 1883.

On a report, dated 2nd March, 1883, from the Minister of Justice, stating that he has had under consideration a memorandum under date 3rd February ultimo, from his Excellency the Governor General, calling attention to the desirability of extending the list of extraditable offences between Canada and the United States, the Minister observes that it is discreditable to both countries that extraditable offences are confined to the following crimes: (1) Murder, (2) Assault with intent to commit murder, (3) Piracy, (4) Arson, (5) Robbery, (6) Forgery, and (7) the utterance of forged paper; and this list should be extended to include all serious offences.

The Minister regrets to say that the offence of embezzlement, to take for illustration, is not an uncommon one for either country, and unless the embezzlement is connected with some act that can be construed as forgery, the offender cannot be extradited.

The cases of Hall and Phipps call especial attention to this. All the trouble and delay and expensive litigation in the Hall case would have been saved had the United States authorities been able to ask for his extradition for embezzlement, and not have been forced, as they were, to seek it on the ground that he had committed forgery. It is possible, too, that they may yet be obliged to try him for his real offence, in addition to or on failing to convict him for his alleged offence.

The Minister further observes that by "The Extradition Act, 1870" (Imperial), it is provided that a fugitive criminal shall not be surrendered to a foreign State unless provision is made by law of that State, or by arrangement, that the fugitive criminal shall not, until he has been restored to or had an opportunity of returning to Her Majesty's dominions, be detained or tried in the foreign State for any offence he committed prior to his surrender, other than the extradition crime proved by the facts on which the surrender is given.

Since the Winslow case, fugitive criminals have been extradited at the request of the United States authorities, although no such law or arrangement exists, and have been left to be dealt with as they thought proper.

This, and the manner in which it is alleged some fugitive criminals so extradited have been dealt with, has tended to bring the administration of the treaty into disrepute.

The Minister is of opinion that in this connection it may not be improper to refer to the difficulties attending the conveying of prisoners under sentence from the Cassiar district, British Columbia, to Victoria or New Westminster for imprisonment. These

difficulties are again brought under notice by a communication dated 5th December last, from Sir Matthew B. Begbie, Chief Justice of British Columbia, to Your Excellency, and which was referred to the Minister of Justice.

The Minister represents that attention was first called to this matter in 1876 by the case of Peter Martin *alias* Brick-top, the full particulars of which can be found in Sessional Papers No. 125, of 1878, vol. 11, page 90, and following. Chief Justice Begbie again called attention to the matter in 1879, when a report was made by the then Deputy Minister of Justice, upon which no action was taken.

The Minister further represents that the United States authorities are subject to quite as great difficulties in the administration of justice in Alaska, and that they are obliged to remove prisoners from Wrangel to Portland, in doing which they, not of necessity, but by reason of greater convenience, pass through the territorial waters of Canada. In these cases Canada could, on the same ground which they urged in the Martin case, demand from the United States authorities the release of these prisoners. The Minister is of opinion that Canada has followed the wiser course, in not raising any question as to the violation of the sovereignty of British soil in these cases, where the only result would have been to have assisted criminals to escape trial or punishment, and to have offered them a safe asylum in this country; and situated as the United States and Canada are, it is to the interest of a healthy administration of justice that each country give to the other the utmost support and assistance in the arrest and bringing to trial of criminals.

The Minister advises that steps be taken to request the Imperial authorities to open negotiations with the United States for a new treaty, extending the number of extraditable offences; and that in the interest of the administration of justice it be agreed and made part of the treaty that where a person is arrested in either country for an extraditable offence, and it becomes necessary either, for trial, or for punishment after trial, to convey him through the other country, it shall be lawful for the officer in charge to so convey him on the warrant under which he was arrested, the sovereignty of the country through which the prisoner is to be conveyed being recognized by a provision that the warrant be backed by a magistrate of that country.

The Committee concur in the foregoing report of the Minister of Justice, and they respectfully recommend that Your Excellency will be pleased to transmit this Minute, when approved, to Her Majesty's Principal Secretary of State for the Colonies, coupled with such recommendation from Your Excellency as may lead to bringing about the solution of a question in which Your Excellency has taken an active interest.

JOHN J. McGEE, *Clerk, Queen's Privy Council, Canada.*

Mr. West to Earl Granville.

WASHINGTON, 21st May, 1884.

MY LORD,—With reference to my despatch, No. 7, of this series, of the 16th of February last, I have the honor to enslose herewith to Your Lordship copies of a Message from the President, transmitting to the House of Representatives a communication from the Secretary of State respecting the extradition of criminals under the treaty of 1842 with Great Britain, and in answer to the resolution, copy of which was enclosed in my above-mentioned despatch.

I have, &c.,
L. S. SACKVILLE WEST.

Earl Granville, K.G., &c., &c., &c.

The Earl of Derby to the Marquis of Lansdowne.

DOWNING STREET, 30th June, 1884.

MY LORD,—With reference to previous correspondence, I have the honor to transmit to Your Lordship, for communication to your Government, a copy of a letter addressed by this Department to the Foreign Office, in connection with the

conveyance of Canadian prisoners through the territory of the United States, together with printed correspondence which has taken place between the Foreign Office and the Home Department, from which it will be observed that it is proposed to insert in the Extradition Bill before the House of Lords the necessary provisions for the conveyance of prisoners under arrest through the territory of Canada and the United States respectively.

I have, &c.,

DERBY.

Governor-General the Most Hon. the Marquis of Lansdowne,
G.C.M.G., &c., &c.

The Colonial Office to the Foreign Office.

Downing Street, 13th May, 1884.

Sir,—I am directed by the Earl of Derby to transmit to you, to be laid before Earl Granville, a copy of a despatch, with its enclosures, from the Governor-General of Canada, on the subject of the conveyance of prisoners from Cassiar to Victoria, through the waters and territory of the United States.

The report of the Minister of Justice, referred to in these papers, will be found at page 9 of the Foreign Office print (No. 1070), enclosed in your letter of the 23rd July, 1883, relative to the proposed Extradition Treaty between Great Britain and the United States.

Lord Derby is not aware whether any reply has been received from the Government of the United States to the representation which (as appears from page 19 of the same print) it was Lord Granville's intention to instruct Mr. West to address to them; but should this not be the case, His Lordship would suggest that the attention of the United States Government should again be called to the question, in order that some arrangement may, if possible, be arrived at.

I am, &c.,

J. BRAMSTON.

The Under Secretary of State, Foreign Office.

Sir J. Pauncefote to Sir A. Liddell.

Foreign Office, 17th May, 1884.

Sir,—I am directed by Earl Granville to transmit to you a copy of a letter from the Colonial Office, concerning the conveyance of prisoners in custody through United States territory; and I am to request that you will move Sir W. V. Harcourt to favor His Lordship with a reply to the letter from this Department on the same subject, dated the 23rd July last.

I am, &c.,

JULIAN PAUNCEFOTE.

Sir A. Liddell, &c., &c.

Sir A. Liddell to Sir J. Pauncefote.

Whitehall, 27th May, 1884.

Sir,—I am directed by the Secretary of State to acknowledge the receipt of your letter of the 17th instant, forwarding a copy of a letter from the Colonial Office, on the subject of the conveyance of Canadian prisoners through the United States territory; and in reply, I am to acquaint you, for the information of Earl Granville, that Sir William Harcourt concurs in the opinion that the power to convey prisoners should be given and taken between this country and the United States, and that he has communicated with the Lord Chancellor, with a view to having such provisions as may be necessary for this purpose inserted in the Extradition Bill which is about to be introduced into the House of Lords.

I am, &c.,

A. F. O. LIDDELL.

Sir J. Pauncefote, &c., &c.

Sir A. Liddell to Sir J. Pauncefote.

WHITEHALL, 30th May, 1884.

SIR,—With reference to the letter from this Department, of the 27th instant, and previous correspondence, with regard to the Extradition Bill about to be introduced into Parliament, I am directed by the Secretary of State to transmit to you, to be laid before Lord Granville, the enclosed copy of a letter from the Lord Chancellor, stating that he sees no objection to the insertion in this Bill of provisions for the conveyance of prisoners under arrest through the territory of Canada and the United States respectively, subject to a limitation as to the other countries to which such provisions should apply.

I am, &c.,

A. F. O. LIDDELL.

Sir J. PAUNCEFOTE, &c., &c.

Mr. Mackenzie to Sir A. Liddell.

HOUSE OF LORDS, 27th May, 1884.

SIR,—I am directed by the Lord Chancellor to acknowledge the receipt of your letter of the 26th instant, and the enclosed copies of letters from the Foreign Office, on the subject of the conveyance of prisoners under arrest through the territory of Canada and the United States respectively; and I am to say that, provided that the power in question is limited to countries such as the United States, which have the same principles of criminal jurisprudence with Great Britain, the Lord Chancellor sees no objection to have the necessary provisions for this purpose inserted in the Extradition Bill about to be introduced into the House of Lords.

I am, &c.,

KENNETH M. MACKENZIE.

Sir A. LIDDELL.

RETURN

(130*a*)

To an ADDRESS of the HOUSE OF COMMONS, dated the 9th February, 1885 ;—

For a Statement with reference to the cases in which demands for Extradition have been made by or upon the Government of Canada, or in which Extradition proceedings have been taken, in continuation of and in the same form as the Statement transmitted by the Government of Canada to the Government of the United Kingdom in or about the year 1876.

By Command.

J. A. CHAPLEAU,

Secretary of State.

Department of the Secretary of State,
Ottawa, 1st May, 1885.

A.—CORRESPONDENCE IN THE EXTRADITION CASE OF JOEL M. VANARSDALEN.

Sir E. Thornton to the Marquis of Lorne.

WASHINGTON, 21st April, 1881.

MY LORD,—I have the honor to enclose copy of a note which I have received from Mr. Blaine, asking for the extradition of one Joel M. Vanarsdalen, charged with the crime of forgery in the State of Pennsylvania, and now a fugitive from justice in the Dominion of Canada, and I shall feel obliged if, when the necessary forms shall have been complied with to Your Excellency's satisfaction, you will cause the usual warrant to be issued for the extradition of the above-mentioned individual, and for his delivery into the custody of E. L. Dougherty and Edwin D. Kurtz.

I have, &c.,

EDWARD THORNTON.

His Excellency the Marquis of Lorne, K.T., &c., &c., &c.

Mr. Blaine to Sir E. Thornton.

DEPARTMENT OF STATE, WASHINGTON, 20th April, 1881.

SIR,—Information of a trustworthy character having reached this Department that one Joel M. Vanarsdalen, charged with the crime of forgery in the State of Pennsylvania, is now a fugitive from justice in the Dominion of Canada, I have the honor to request that, pursuant to the stipulations of the tenth article of the treaty of 9th August, 1842, between the United States of America and Great Britain, Her Majesty's proper authorities will, when the required regulations shall have been complied with, be pleased to issue the necessary warrant for the delivery of the above-named criminal into the custody of E. L. Dougherty and Edwin D. Kurtz, who are duly authorized to receive him, in order that he may be brought back to this country for trial.

I have, &c.,

JAMES G. BLAINE.

Right Hon. Sir E. THORNTON, K.C.B.

MONTREAL, 7th May, 1881.

Please find herewith enclosed my petition addressed to Your Royal Highness, and I pray you to give the same your worthy legal consideration.

As soon as the decision of the review of the proceedings is rendered under the *Habeas Corpus* Act, my counsel, H. C. St. Pierre, Esq., of Montreal, will report to Your Royal Highness the result of the same.

He has already written to your Minister of Justice.

Most humbly and respectfully,

J. M. VANARSDALEN.

His Royal Highness, Marquis of Lorne, Governor General of Canada.

To His Royal Highness Marquis of Lorne, Governor General of the Dominion of Canada, &c.

The petition of Joel M. Vanarsdalen, the undersigned, a resident and citizen of the city of Montreal, in the district of Montreal, in the Province of Quebec, of the Dominion of Canada, &c.,—

HUMBLY AND RESPECTFULLY SHOWETH:

That your petitioner is now, and has been since the 7th day of February (last), A.D. 1881, a resident and citizen of the district of Montreal, in the Province of Quebec, of the Dominion of Canada, one of the Provincial Governments of the Kingdom of Great Britain, and also a subject of the Royal Highness and Queen thereof.

That thereafter, on the 16th day of April (last), your petitioner was arrested under a criminal warrant founded upon the oath of one E. D. Kurtz (a detective), the prosecutor, issued by the Hon. Alexander Cross, at the city of Montreal aforesaid, charging your petitioner with having committed the supposed criminal offence of forgery and uttering a forged will, within the city and county of Philadelphia, in the State of Pennsylvania, one of the United States.

That afterwards, on the 26th day of April (last), after an *ex parte* hearing, your petitioner was committed by said judge to the prison of the city of Montreal aforesaid, where he is still held in custody, for the pretended purpose of his extradition to the State of Pennsylvania or to the United States aforesaid, to answer the supposed criminal charges above mentioned against him in these proceedings; but in truth and in fact for another and different purpose—that of requiring him, your petitioner, to answer and to be amenable for other and different alleged criminal offences, those of conspiracy and the other statutory misdemeanor, in the criminal courts of the city and county of Philadelphia, in the State of Pennsylvania, as mentioned and set forth in the said copy of the bill of indictment (which said copy was exhibited and made part of the evidence, under objections, and filed of record in these proceedings), while the offence of conspiracy aforesaid is not an extraditable criminal offence, nor is the false and fraudulent making or altering of an instrument of writing, as described and set forth in said bill of indictment declared, either at common law or by statute in Pennsylvania, nor is it charged or laid in said bill, as forgery or uttering forged paper (see endorsement on back of bill), nor are they such criminal offences as are mentioned in on or contemplated by the treaty existing between the Government of the United States and the Government of Her Majesty and Royal Highness the Queen of Great Britain aforesaid.

That said commitment was based upon evidence consisting altogether of hearsay and secondary evidence, and the statement of interested witnesses of legal conclusions were received without the necessary proof of the facts invariably required by the rules of evidence in all legal proceedings, and which such conclusions of law could only be legitimately inferred, and your petitioner has, through his counsel, made his application to have said proceedings reviewed under the *Habeas Corpus* Act and for his release.

And your petitioner also further showeth that neither of the said above mentioned charges of forgery or of uttering forged paper, &c., as charged against him here

on these proceedings, was ever made against him prior thereto within the city and county of Philadelphia, aforesaid, or elsewhere, and that none other was ever charged against him there than such as are mentioned and set forth in the said indictment; and that the offence of forgery, &c., as mentioned in the warrant issued on the said 16th day of April (the same day of petitioner's arrest here as aforesaid) by the Clerk of the Court of Quarter Sessions of the said city and county of Philadelphia, and also mentioned in the requisition of the Governor of Pennsylvania, issued on the 19th of April, as re-inserted therein without proper or just cause and without being authorized by any legal proceedings had there against your petitioner therefor.

And your petitioner most humbly and respectfully submits to the consideration of Your Royal Highness that there is no competent or relevant or admissable evidence against him to justify his said commitment, nor to lawfully authorize his extradition to the State of Pennsylvania or to the United States, to answer the supposed charges, as has been demanded, and that the proceedings had here for his extradition were and still are intended by the prosecutor, E. D. Kurtz, aforesaid, to be made use of as a subterfuge, and by means of such pretences to obtain possession of the person of your petitioner, to hold him there to answer to and be amenable for all of said supposed criminal offences charged in said bill of indictment, which are not extraditable, and thus by such subterfuge and pretence to unlawfully made the provisions of said treaty and its restrictions.

And your petitioner also further herein submits that under no circumstances, under the proceedings here had against him (and against all of which he solemnly and earnestly protests), and the absence of an express agreement with the State of Pennsylvania, or with the United States aforesaid, that your petitioner shall not be held amenable or tried for any other prior supposed criminal offences than those here charged against him, to wit: Forgery, or the uttering of forged paper, for which he is now committed for extradition purposes as aforesaid, and that upon the trial thereof reasonably soon, or other disposition of the same, that he shall not be held amenable for any other supposed prior criminal offences to his extradition, but that he shall be thereupon delivered up to the proper lawful authorities of your said Dominion of Canada or to Her Majesty and Royal Highness the Queen of Great Britain aforesaid, as a subject thereof, or to have leave to depart therefrom and come hence as provided by said treaty and the restrictions thereof. (*See* Winslow's case in London, 1878, reported extradition case.)

Your petitioner therefore prays Your Royal Highness to review the evidence and the nature and character of this commitment, and to release him from further custody, by setting him at liberty, and after due consideration, in good judgment, you should find sufficient legal evidence and lawful cause for his extradition, that you will nevertheless be pleased to exact such stipulation or agreement the trial of your petitioner for the offences here charged against him, and that after the trial is had or other lawful disposition is made of the same, in the said city and county of Philadelphia, and for no other offence or offences prior to said extradition, that he shall be returned, or be at liberty to return, reasonably soon, to the Kingdom of Great Britain, and he will ever pray.

JOEL M. VANARSDALEN, *Petitioner.*

CANADA.

By His Excellency the Right Honorable Sir John Douglas Sutherland Campbell, commonly called the Marquis of Lorne, one of Her Majesty's Most Honorable Privy Councillors, Knight of the Most Ancient and Most Noble Order of the Thistle, and Knight Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor General of Canada, and Vice-Admiral of the same:

To the sheriff of the district of Montreal, in the Province of Quebec, in the Dominion of Canada, and to the keeper of the common gaol of said city,—

GREETING:

Whereas one Joel M. Vanarsdalen is now detained in the custody of you, or one of you, upon or by reason of a certain charge, to wit.: That he, the said Joel M.

Vanarsdalen, on or about the twenty-seventh day of August, in the year one thousand eight hundred and seventy-eight, in the county of Philadelphia, in the State of Pennsylvania, one of the United States of America, did feloniously forge and fraudulently and feloniously make and utter (knowing the same to be forged) a certain written instrument, commonly called a will, and purporting to be the last will of one Robert Whitaker, with intent to defraud, contrary to the form of the Act of the General Assembly of the said State of Pennsylvania, in such case made and provided, and against the peace and dignity of the State of Pennsylvania aforesaid.

And whereas the said Joel M. Vanarsdalen has, since the alleged commission of said crime, been found within the limits of Canada, and it is fit and expedient that the said Joel M. Vanarsdalen be delivered up to justice, pursuant to the treaty in that behalf with the said United States of America, and pursuant to the statutes in that behalf made and provided.

Now know ye, that I, the said the Right Hon. Sir John Douglas Sutherland Campbell (commonly called the Marquis of Lorne), Governor-General, aforesaid, do therefore order and command you, and either of you, that the body of the said Joel M. Vanarsdalen, so committed as aforesaid, you, or either of you, do immediately deliver to E. L. Dougherty and Edwin D. Kurtz, or such other person or persons as may be authorized to receive him in the name and on behalf of the said United States of America, to the end that the said E. L. Dougherty and Edwin D. Kurtz, aforesaid, or such other person or persons authorized, as aforesaid, may hold him, the said Joel M. Vanarsdalen, in custody, and take him to the said United States of America, in order that he may there be made to answer according to law, and be tried for the crime of which he, the said Joel M. Vanarsdalen, so stands accused.

Provided, always, the said Joel M. Vanarsdalen be detained under the custody of you (or one of you) for no cause, matter or thing, whatever, other than the crime aforesaid, and this you are not to omit at your peril.

Given under my hand and Seal at Arms at Ottawa, this nineteenth day of May, in the year of Our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Her Majesty's reign.

By Command.

LORNE.

JOHN O'CONNOR, Secretary of State.

DEPARTMENT OF JUSTICE, OTTAWA, 18th May, 1881.

Upon reading the report of the Hon. Mr. Justice Cross, in the case of Joel M. Vanarsdalen, a fugitive from the United States to Canada, charged with the crime of forgery in the State of Pennsylvania.

The evidence taken before the said Mr. Justice Cross upon the application for the extradition of the said Joel M. Vanarsdalen, the warrant of commitment of the said Noel M. Vanarsdalen and the request of the United States authorities for his surrender.

I recommend that, in accordance with the Extradition Treaty, the said prisoner be delivered up to justice, and, for such purpose, that a warant do issue under the hand and seal of Your Excellency, ordering that the said Joel M. Vanarsdalen be delivered into the custody of E. L. Dougherty and Edwin D. Kurtz, or any other person or persons appointed by the said United States authorities to receive him.

A petition has been received from the prisoner, praying that before he is delivered up an undertaking may be required from the United States authorities that he will not be tried for any offence other than that for which his extradition is ordered—but as it was decided by the Imperial authorities in 1876, in the case of the forger Winslow, not to require such an undertaking in future, I recommend that no action be taken by Your Excellency upon the prisoner's petition.

J. A. MOUSSEAU,
Acting Minister of Justice.

Respectfully submitted to Your Excellency.

JOHN O'CONNOR,
Secretary of State.

Memorandum for the Under Secretary of State re Vanarsdalen Extradition Case.

DEPARTMENT OF JUSTICE, OTTAWA, 17th May, 1881.

I enclose draft warrant for this man's surrender. The recommendation to His Excellency will be signed by the Acting Minister of Justice without delay, and forwarded to you. Meantime, as the papers must be sent to Quebec for His Excellency's signature, will you please have the enclosed warrant engrossed at once, in order that it may accompany the recommendation by the first mail on Wednesday.

Z. A. LASH, *D. M. J.*

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 20th May, 1881.

SIR,—I have the honor to transmit to you herewith the warrant of His Excellency the Governor General, addressed to you or the keeper of the common gaol of the district of Montreal, authorizing you, or either of you, to deliver to E. L. Dougherty and Edwin D. Kurtz, or such other persons as may be authorized to receive him, one Joel M. Vanarsdalen, charged with the crime of forgery, &c., committed in the United States of America, and now a prisoner in the said common gaol.

I have the honor to be, Sir, your obedient servant,

EDOUARD J. LANGEVIN, *Under Secretary of State.*

Sheriff District of Montreal, Montreal.

The Earl of Kimberley to the Marquis of Lorne.

DOWNING STREET, 25th June, 1881.

MY LORD,—I have the honor to acknowledge the receipt of Your Lordship's despatch, No. 163, of the 1st instant, with its enclosures, respecting the extradition from the Dominion of Joel M. Vanarsdalen, charged with forgery in the United States.

I have, &c.,

KIMBERLEY.

Governor General the Right Hon.
The Marquis of Lorne, K.T., G.C.M.G., &c., &c.

Re Vanarsdalen Extradition Case.

I recommend that the petitioner be informed that His Excellency has been advised not to require from the United States authorities the agreement referred to, and that such advice is in accordance with the final action of the Imperial Government in the Winslow case, to which he refers. I recommend, further, that copies of the prisoner's petition and communications be sent to His Excellency for transmission to Her Majesty's Minister at Washington, with information as to the advice tendered to His Excellency thereon, and the action taken.

Z. A LASH, *Deputy Minister of Justice.*

I concur.—J. A. M.
18th May, 1881.

MONTREAL, 17th May, 1881.

HON. SIR,—You will please find enclosed a copy of the petition which I addressed to you on the 9th inst., petitioning His Excellency the Governor to review my case, exact terms of agreement for my surrender of extradited, &c.

I will beg leave to ask you to have the said above mentioned copy of petition duly certified in your office under seal.

Also please make out and certify for me a true and correct copy of said agreement, when so made, under seal, so that they can both be used in evidence on the trials in the city of Philadelphia, which I suppose will be called up and disposed of at once, upon my return there.

I will gladly pay you for so doing, and you can have them sent either by mail or by express (C.O.D.) to my address below, where I will get them without delay, if sent.

Very respectfully,

JOEL M. VANARSDALEN, *Attorney-at-Law.*

No. 252 South Sixth Street, Philadelphia, Pa.

In care of JOHN GALLEN.

P.S —Please do not fail to send at your earliest convenience, after agreement made and signed, they are very important.

Hon. Secretary of State of the Dominion of Canada, &c.

To His Excellency Marquis of Lorne, Governor General of the Dominion of Canada &c.

The supplemental petition of Joel M. Vanarsdalen, a resident of the district of Montreal, in the Province of Quebec, in the Dominion of Canada, aforesaid &c.,—

HUMBLY AND RESPECTFULLY FURTHER SHOWETH:

That your petitioner is now both credibly and reliably advised that it is the express intention of the prosecutors in the proceedings here had against him to extradite him to the United States, to make of the same to get possession of his person to hold him for trial, not only for the alleged criminal offence of conspiracy, but also for the non-extraditable offences of perjury and subornation of perjury against him in the city and county of Philadelphia, in the State of Pennsylvania.

That there is no responsible prosecutor or prosecutors either upon the indictment (see bill of indictment) in the courts of the said city and county of Philadelphia, or in the proceedings here, and none other here than the unscrupulous detectives, who are actuated by mercenary motives, and a reward of $20,000, to break down the generally accepted will of a benevolent testator and its charities, and procure the conviction of those who dared to swear that they even believed it to be a true will.

That the said mercenary and ill-directed combined detectives have boasted that by having employed as advocate the son of a judge and obtaining the decision of the latter, which a brother judge, on review, would not, by reason of judicial etiquette, reverse, and by the lavishing expenditure of money, subvert the law and take the castle of justice by storm.

That your petitioner does now, as he did before, in said proceedings, deny that he is a fugitive from justice, but on the other hand truly and conscientiously here states that having been for more than two long years in the said State of Pennsylvania, under the harrow of persecution, and his professional business at the law having been thereby broken up, he sought a home in this his adopted country, for proper and legitimate business purposes, and as a permanent residence.

Your petitioner also herein also further submits to the consideration of Your Excellency that the said proceedings are manifestly for the purpose of the extradition of your petitioner to be held in the said courts of Philadelphia for trial there for non-extraditable offences, in violation of the wise and just provisions of the said treaty of 1842 and its restrictions.

And your petitioner therefore further prays Your Excellency to exact, in case of his extradition, such lawful stipulations or agreement from the Government of the United States aforesaid, as mentioned and required by the second restriction of said treaty, so as to guarantee to your said petitioner the full benefit of his rights as a resident and subject of the Kingdom of Great Britain, as therein provided for.

And he will ever pray, &c.

JOEL M. VANARSDALEN, *Petitioner.*

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 19th May, 1881.

SIR,—With reference to your petition of the 9th inst., praying that a certain agreement may be required, in the event of your extradition to the United States on

a charge of forgery committed in that country, I am directed to inform you that His Excellency the Governor General has been advised not to require from the United States authorities the agreement referred to, and that such advice is in accordance with the final action in the Winslow case, to which you refer.

I have the honor to be, Sir, your obedient servant,

EDOUARD J. LANGEVIN, *Under Secretary of State.*

Mr. J. M. VANARSDALEN,
Care of the Sheriff, District of Montreal, Montreal.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 19th May, 1881.

SIR,—I am directed to transmit to you herewith, for the information of His Excellency the Governor General, copies of a letter and two petitions from Joel M. Vanarsdalen, now detained in the common gaol of the district of Montreal, on a charge of forgery committed in the United States, in respect of which his extradition to that country has been applied for, and to state, with reference to the agreement which the petitioner prays may be required in connection with his extradition, that he has been informed that it has been decided not to require from the United States authorities any such agreement, this decision being in accordance with final action of the Imperial Government in the Winslow case, to which the petitioner refers.

I am to request that His Excellency may be moved to transmit the papers to Her Majesty's Minister at Washington, and to inform that Minister of the reply which has been given to the petitioner's request, and further to inform him that the necessary warant has been issued for the petitioner's extradition.

I have the honor to be, Sir, your obedient servant,

EDOUARD J. LANGEVIN, *Under Secretary of State.*

Governor General's Secretary.

SHERIFF'S OFFICE, MONTREAL, 21st May, 1881.

SIR,—I have the honor to acknowledge the receipt of your letter of the 20th May inst., transmitting the warrant of His Excellency the Governor General to deliver to E. L. Dougherty and Edwin D. Kurtz, or such other person as may be authorized to receive him, one Joel M. Vanarsdalen, charged with the crime of forgery, committed in the United States of America.

I have the honor to be, Sir, your obedient servant,

M. H. SANBARN, *Deputy Sheriff.*

EDOUARD J. LANGEVIN, Esq., Under Secretary of State, Ottawa.

CITADEL, QUEBEC, 20th May, 1881.

SIR,—I am desired to inform you that the enclosures contained in your letter of the 19th instant, regarding the case of Joel M. Vanarsdalen, have been communicated to Her Majesty's Minister at Washington, for the information of the United States authorities.

I have the honor to be, Sir, your most obedient humble servant,

J. DE WINTON, Lieut.-Col., *Governor General's Secretary.*

Hon. the Secretary of State of Canada, &c., &c.

MONTREAL, 12th May, 1881.

HON. SIR,—The hearing under my writ of *habeas corpus* (in Vanarsdalen case) to review the proceedings had before Hon. Judge Cross, on the 26th ult., came up before his Honor Judge Monk yesterday, who expressed his opinion in the following terms, to wit:—

"That had he been applied to in the first instance, he might have expressed a different opinion from that of the Hon. Judge Cross, but that he would not take it

upon himself to reverse the decision of his brother judge, unless he saw that there was an absolute lack of evidence in the case submitted." "I have solemnly protested against the proceedings had here, and the more particularly do I protest against my delivery over to the United States Government or Pennsylvania to answer either of the charges of forgery or uttering, &c., which have been preferred here against me, without an express agreement having first been made between the two Governments for my surrender to this Government by the United States, as soon as the above mentioned extraditable charges have been tried or lawfully disposed of, and that I shall not be held or required to answer any other alleged criminal offences not extraditable that may be alleged to have been by him there committed prior to the time of this extradition, and in violation of the restrictions relating thereto, by the Treaty of 1842 existing between the two Governments."

When such agreement so made, please append a certified copy to the warrant of extradition, that it may be used as evidence there on trials.

Very respectfully submitted by

J. M. VANARSDALEN, *at Montreal City Prison, Canada.*

Hon. Secretary of State of the Dominion of Canada.

MONTREAL, 27th April, 1881.

DEAR SIR,—I beg leave to enclose a communication addressed to His Excellency the Governor General, in the matter of the prosecution of Joel M. Vanarsdalen for extradition to the United States of America, for the crime of forgery and uttering forged paper. It seems to me that the Dominion Extradition Act of 1868 requires a notice of this kind to be addressed to His Excellency, but I do it through you, as being the Department of the Government under whose special supervision the case falls.

I regret the delay in the transmission of the evidence, which is unavoidable.

Respectfully yours,

A. CROSS, *J.Q.B.*

Hon. JAMES McDONALD, Minister of Justice, &c., &c., Ottawa.

MONTREAL, 27th April, 1881.

His Excellency the Right Honorable Sir John Douglas Sutherland Campbell, Marquis of Lorne, one of Her Majesty's Most Honorable Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor General of the Dominion of Canada, and Vice-Admiral of the same, &c., &c., &c.

MY LORD,—I have the honor to inform you that on the 26th day of April inst., I committed to the common gaol of the district of Montreal, under a warrant of commitment issued under the Extradition Treaty and the statutes in force in regard thereto, one Joel M. Vanarsdalen, charged as a fugitive from justice from Philadelphia, in the State of Pennsylvania, with the crime of forgery and the utterance of a forged document committed within the United States of America.

Upon the commitment being made, I forthwith directed copies of all the testimony taken to be prepared for transmission to Your Excellency at once.

I have the honor to be, My Lord,
Your Excellency's most obedient servant,

A. CROSS, *J.Q.B.*

MONTREAL, 27th April, 1881.

SIR,—On the 26th inst. one Joel M. Vanarsdalen, of Philadelphia, charged as a fugitive from justice for forgery and uttering forged paper in the United States, was committed for extradition by the Hon. Mr. Justice Cross, of the Court of Queen's

Bench. We have an authorization signed by the President and by the Secretary of State of the United States, authorizing Edward G. Dougherty and E. D. Kurtz, two detectives from Philadelphia, to receive and convey to the United States the party charged, when committed for extradition.

Can you tell us if any formality in the way of a demand should be made at Ottawa, and if so, by whom, and in what form? Is the presence of the parties authorized to convey the prisoner to the United States necessary at Ottawa? If the authorization is sent to Ottawa, will an order be given on the gaoler here to hand over the prisoner to these parties?

We have the honor to be, Sir, your obedient servants,

DAVIDSON & CROSS.

Z. A. LASH, Esq., Deputy Minister of Justice, Ottawa.

Re J. M. Vanarsdalen, for extradition to the United States.

MONTREAL, 3rd May, 1881.

SIR,—As the delay for extradition in this matter expires to-day, we should be glad if you could inform us whether the sheriff of this district will be authorized to deliver the accused to the United States police, who are empowered by the President to convey him within their territory.

Since writing to you in the matter, on the 27th ult., the copies of the depositions and other papers have been sent to the Governor General, addressed to the Minister of Justice.

We have the honor to be, Sir, your obedient servants,

DAVIDSON & CROSS.

Z. A. LASH, Deputy Minister of Justice, Ottawa.

(*By Telegraph.*)

MONTREAL, 4th May, 1881.

To Z. A. LASH, Deputy Minister of Justice.

When will order for extradition *re* Vanarsdalen be sent? Answer.

DAVIDSON & CROSS.

Re Joel M. Vanarsdalen for Extradition.

MONTREAL, 5th May, 1881.

SIR,—We have the honor to acknowledge your communication of the 3rd instant, stating that when the delay provided by the Imperial Act of 1870 elapses His Excellency will be advised with regard to the action to be taken in the matter.

The prisoner was committed by the judge during a delay of seven days, as provided by the Canadian Act, 31 Vic., chap. 94, sec. 3 (to be found bound in the same volume with the statutes of 1869) and this delay is now passed without any *habeas corpus* being applied for.

By section 18 of the Imperial Act of 1870, it is provided that "if by any law or ordinance made before or after the passing of this Act by the Legislature of any British possession, provision is made for carrying into effect within such possession the surrender of fugitive criminals who are in or suspected of being in such British possession, Her Majesty may, by the Order in Council applying this Act in the case of any foreign State, or by any subsequent Order, either suspend the operation or direct that such law or ordinance, or any part thereof, shall have effect in any such British possession, with or without modifications and alterations, as if it were part of this Act."

Section 27 enacts that "this Act shall apply in the case of the foreign States with which those treaties are made in the same manner as if an Order in Council referring to such treaties had been made in pursuance of this Act, and as if such order had

directed that every law and ordinance which is in force in any British possession with respect to such treaties should have effect as part of this Act."

By the above, the Canadian Act would appear to be in force with regard to the procedure, just as if an Order in Council, as mentioned in section 18 of the Imperial Act, had been made. The delay on commitment by the Canadian Act is seven days, and this time has now elapsled. The parties to receive the prisoner are here waiting to take delivery, which they expected to get at the expiry of the delay of seven days, in the absence of any *habeas corpus*.

Under the above circumstances, we trust that His Excellency may be advised to authorize the extradition at once.

We have the honor to be, Sir, your obedient servants,

DAVIDSON & CROSS.

Z. A. Lash, Esq., Deputy Minister of Justice.

(*Telegram.*)

Montreal, 12th May, 1881.

To Z. A. Lash.

Has order for extradition of Vanarsdalen issued? Urgent. Answer.

DAVIDSON & CROSS.

Re Vanarsdalen for Extradition.

182 St. James Street, Montreal, 13th May, 1881.

Dear Sir,—We have just received your two telegrams in reference to this case. A petition for *habeas corpus* was made before Mr. Justice Monk, of the Queen's Bench, on Tuesday last, and by consent argument was had on the application as though the writ had issued. The application was on the same day refused and the petition quashed.

We suggested to the Clerk of the Crown that it might be necessary to send a copy of the petition to the Department, but he was of opinion that such was not at all requisite, as it was for the applicant himself to notify the Government of any proceedings which might be taken to stop the execution of the law. A telegram was, however, sent by our Mr. Davidson to the Department.

Very great expense has been incurred in this matter—one, and sometimes more, special detective officers having been here for over a month, awaiting the extradition of the accused.

As the application comes through the Governments of Pennsylvania and the United States, we trusted that the accredited agents would meet with as little delay as possible, and they expected they would receive delivery of the prisoner within seven days, as provided by our statutes.

We shall be obliged by your letting us know by telegram, on receipt of this, when the order may be expected.

We are, dear Sir, your obedient servants,

DAVIDSON & CROSS.

Z. A. Lash, Esq., Deputy Minister of Justice, Ottawa.

(*Telegram.*)

Montreal, 13th May, 1881.

To Z. A. Lash, Deputy Minister of Justice.

Habeas corpus re Vanarsdalen quashed on Tuesday last; great expense incurred by delay.

DAVIDSON & CROSS.

(*Telegram.*)

MONTREAL, 14th May, 1881.

To Z. A. LASH, Deputy Minister of Justice.

When will order for extradition of Vanarsdalen arrive here? Answer.

DAVIDSON & CROSS.

(*Telegram.*)

MONTREAL, 14th May, 1881.

To Deputy Minister of Justice.

Certificate of refusal of *habeas corpus re* Vanarsdalen sent by to-night's mail.

DAVIDSON & CROSS.

(*Telegram.*)

MONTREAL, 16th May, 1881.

To Z. A. LASH, Deputy Minister of Justice.

When will order for extradition of Vanarsdalen arrive here? Answer.

C. P. DAVIDSON.

MONTREAL, 16th May, 1881.

HON. SIR,—On the 9th inst. I sent my petition to the Hon. Secretary of State, addressed to "His Excellency the Marquis of Lorne, Governor General of Canada," praying him to review the proceedings had before the Hon. Judge Cross, of Montreal, for my extradition under the treaty of 1842, to the Government of the United States, praying for my release, &c., and also praying him to exact from said Government of the United States, in case of my surrender, an express stipulation or agreement, as provided for in the second restriction to said treaty, that I should, under no circumstance, be subject to trial there for any non-extraditable offence, and for none other than for forgery, or uttering forged paper, as mentioned and set forth in said treaty; and also stating that these proceedings had here in the Dominion of Canada were but a "subterfuge resorted to by the prosecutors (the detectives) to get possession of my person for the trial of conspiracy, perjury, and what more I could not tell, as the same is a bitter and unrelenting persecution, and the prosecutor so intended by said subterfuge to evade the provisions and restrictions of said treaty, and that as resident citizen and subject of this Dominion I claimed its protection. Please see that a certified copy of the agreement is attached to warrant of extradition.

Very respectfully,

JOEL M. VANARSDALEN, *Montreal City Gaol.*

P.S.—I referred him to the Winslow case.

(*Telegram.*)

MONTREAL, 19th May, 1881.

To Z. A. LASH.

Am authorized by U. S. to receive prisoner Vanarsdalen. Can I get an idea when warrant will probably be here? Answer.

EDWIN D. KURTZ.

182 ST. JAMES ST., MONTREAL, 14th May, 1881.

SIR,—We have the honor to transmit herewith a certified copy of the petition for *habeas corpus in re* J. M. Vanarsdalen for extradition, and the order of Mr. Justice Monk refusing such petition. No other subsequent proceedings have been had on the part of the accused.

We have the honor to be, Sir, your obedient servants,

DAVIDSON & CROSS

Hon. the Deputy Minister of Justice, Ottawa.

Province of Quebec, } (*Translation*).
District of Montreal. }

To the Honorable the Judges of the Court of Queen's Bench in and for the District of Montreal, or any one of them:—

The humble petition of Joel M. Vanarsdalen, formerly of the city of Philadelphia, now of the city of Montreal, Canada, respectfully showeth:

That your petitioner is now detained in the common gaol of this district by virtue of a warrant or writ of *committimus*, whereof a copy is hereto attached and is herewith produced.

That the said writ of *committimus* is void, unlawful and irregular, as is also the detention by virtue thereof of the said petitioner, for the following among other reasons:—

1st. Because the offence set forth and mentioned is not a crime or an offence which, in accordance with the laws of the United States of America, or of Canada, will justify the claim for extradition set forth and made in the case.

2nd. Because there has not been in the case any sufficient legal evidence to justify the issue of the said *committimus*, nor to establish, in accordance with the requirements of the law in like cases made and provided, the commission of a crime provided for by the Extradition Treaty now in force and existence between the said United States of America and the Dominion of Canada.

3rd. Because the documents, deposition, warrants of arrest, affidavits, &c., produced in support of the arrest, and the demand for the extradition of the person of the said Joel M. Vanarsdalen, the petitioner, are illegal, irregular, informal and void, and cannot be and serve as evidence of the offence or crime imputed to the petitioner, and for which his extradition has been demanded and ordered.

4th. Because the evidence given and produced in the case, if it is legal and admissible, which the petitioner formally denies, does not establish the commission of a crime coming under the laws within the scope of the said extradition treaty before mentioned.

5th. Because in accordance with the law, and the text, sense and object of the said treaty, the extradition of a person cannot be demanded for the commission of a misdemeanor.

6th. Because the evidence given in the case does not sufficiently establish that the said pretended misdemeanor was committed by the said petitioner.

7th. Because the said complaint does not contain and does not set forth any accusation of forgery of the class of offences contemplated and foreseen by the law and the Extradition Treaty aforesaid.

8th. Because by law the charge or complaint brought against the said petitioner, of having uttered forged paper, cannot and could not be brought forward in respect of a document or contract such as that mentioned and set forth in the said complaint.

9th. Because your petitioner was illegally arrested and apprehended for having committed a felony which he did not and could not commit.

10th. Because upon the arrest so made, of the said petitioner, the evidence or preliminary enquiry before the Hon. Mr. Justice Cross was, in respect of the said accusation, illegally brought against the said petitioner.

11th. Because the said *committimus* and all the other proceedings are entirely illegal, irregular and void.

Wherefore your petitioner humbly prays that you, or Your Honor, will be pleased to order that a writ of *habeas corpus* may issue, to cause to be brought and produced before you the person of the said petitioner, and the causes, reasons and grounds of his detention and imprisonment, and that thereupon the said writ of *committimus* against your said petitioner may be set aside, annulled and declared void, and that he be liberated, discharged and set at liberty.

And justice will be done.

ST. PIERRE & SCALLON, *Attorneys for Petitioner.*

Received notice for 10th May, 1881, at ten o'clock.

C. P. DAVIDSON, Q. C.

True copy.

J. F. DUBREUIL, *Deputy Clerk of the Crown.*

B.—CORRESPONDENCE IN THE EXTRADITION CASE OF JAMES W. MILLER *alias* RYAN.

DUFFERIN CHAMBERS, 90 CHURCH STREET,
TORONTO, 10th February, 1882.

SIR,—One Miller is here awaiting extradition. I am his counsel, and see no objection to a detective from the United States, of the name of Kribbs, having a private interview with the prisoner. It may lead to the discovery and paying back of certain stolen bonds in the United States. The sheriff would have allowed a private interview, but was forbidden by the County Attorney, and will only do so now on your recommendation. I believe that the ends of justice will be served by the interview. Be kind enough to answer by return mail.

I remain yours obediently,

NICHOLAS MURPHY.

Z. A. LASH, Esq., Deputy Minister of Justice, Ottawa.

Queen vs. Miller (*Extradition*).

OFFICE OF THE COUNTY CROWN ATTORNEY,
TORONTO, 14th February, 1882.

DEAR LASH,—Judge Mackenzie has this day sent to your Department a copy of all the evidence and proceedings before him in this case.

I now enclose you a copy of the warrant of commitment, and hope you will use your power to have the warrant for surrender forwarded to the sheriff as soon as the fifteen days expires. You will observe that the warrant is dated 7th February, so that seven days of the fifteen have already expired.

The prisoner has applied for a *habeas corpus*, and it is expected that the appeal will be argued at Osgoode Hall on Thursday, 16th. I will notify you promptly of result.

Yours,

F. FENTON.

Z. A. LASH, Q.C., Deputy Minister Justice, Toronto.

Queen vs. James W. Miller alias Ryan (*Re Extradition*).

COURT HOUSE, TORONTO, 14th February, 1882.

SIR,—I have the honor to transmit herewith, to His Excellency the Governor General, the enclosed copy of all the testimony taken before me in the matter of extradition between the Queen *vs.* James W. Miller *alias* Ryan, that a warrant may issue upon the requisition of the United States for the surrender of the said James W. Miller *alias* Ryan, pursuant to the Extradition Treaty, and the enclosed copies are now transmitted in accordance with the statute 31 Vic , chap. 94, sec. 1.

I have, &c., &c.,

K. MACKENZIE.
Judge of the County Court of the County of York.

Hon. SIR ALEXANDER CAMPBELL, Minister of Justice, Ottawa.

The Queen vs. Miller.

OTTAWA, 21st February, 1882.

SIR,—I beg to lay before you, in writing, my reasons for the request I made to you in person, that James W. Miller should not be extradited to the United States until a guarantee be furnished in accordance with 33–34 Vic., chap. 52, sec. 3, subsec. 2, Imperial statute.

I refer, in the first place, to the Queen *vs.* Brown, 31 U.C.C.P., p. 484, and particularly to the judgment of Mr. Justice Osler, delivered in said case. I speak from recol-

lection when I say this case established that the law of extradition between the United States and Canada is regulated by the Ashburton Treaty, and by 33-34 Vic., Imperial statute, chap. 52, above cited, and that subsequent Acts of our Parliament do not apply.

The United States is not as friendly with us in extradition matters as are Austria, France, Germany and other countries mentioned in the memorandum, attached to our Dominion statutes, 36-37 Vic., chap. 60. From the countries mentioned in this memorandum, if no provision be made by their law, we exact an arrangement that a fugitive criminal shall not be detained or tried in such foreign State for any offence committed prior to his surrender, other than the extradition crime proved by the facts on which the surrender is grounded, until he has been restored or had an opportunity of returning to Her Majesty's dominions.

I submit to you that the United States should not be placed in a better position than the nations above mentioned.

I urge that the requisition to extradite Miller on a charge of attempt to murder is not *bonâ fide* (*see* evidence of Warden Wright, of the Western Penitentiary, taken *vivâ voce* before the County Judge of York).

It was at first thought by the United States authorities that the only facts to be proved were that Miller had been convicted of burglary, sentenced to seven years in the penitentiary, and had broken prison.

When they found that this was not sufficient, the charge of attempt to commit murder was laid. The burglary was committed on the 23rd March, 1881. The alleged attempt at murder was a part of the *re sgestae* of that evening. All the facts were in possession of the attorney for the people. (*See* his affidavit filed on behalf of the prisoner; see also affidavit of John Connor, the prosecutor, filed on behalf of the prisoner.)

Unless a guarantee be demanded from the United States in this case, a fraud on justice will be perpetrated. I now leave the case, as far as Miller is personally concerned, and submit to you that, as a matter of public policy, Miller should not be extradited without a guarantee from the United States that he will not be detained or tried for any other offence than that charged.

Under the common law there is no provision for the extradition of criminals.

The extradition law is founded upon treaty and statute.

The United States has never taken advantage of our recent extradition Acts, but has stood out against them, and refused to enter into any treaty, as France, Austria, Germany and other nations have done.

This case has created a great deal of interest in the United States. The law officers there have at last been awakened to the fact that it will be better for the United States to take advantage of the liberal provisions of our Acts of 1873 and 1877.

Should a guarantee be demanded in this case, I believe that such demand will cause the United States to propose to our Government a treaty for the more expeditious and certain extradition of criminals.

Should my belief not be well founded, would it be politic to treat the United States in a more friendly manner than other nations, who have closer and more friendly relations with us in extradition matters?

I have, in as brief language as possible, stated my views to you, believing that the facts should be brought under your notice, and that no argument should be entered into.

I do not urge my views upon you merely as counsel for the convict Miller. I submit them to you respectfully as a Canadian anxious that the United States should show reciprocity of feeling in extradition matters.

I am aware that as a matter of right a nation can show its good will towards another nation by delivering up a fugitive criminal. This matter of Miller has been left to the law courts, and should they decide against him, I respectfully submit that the law, and especially 33-34 Vic., chap. 52, sec. 3, sub-sec. 3, and sec. 27, should govern.

Thanking you for the permission you have given me to submit my views in writing,

I have the honor to be, Sir,

N. MURPHY, per G. R. K., Toronto.

Hon. Sir ALEXANDER CAMPBELL, Minister of Justice.

(*Telegram.*)

TORONTO, 3rd March, 1882.

To Z. A. LASH, Deputy Minister of Justice.

Pennsylvania authorities want to know when Miller will be surrendered? Answer?

F. FENTON.

(*Queen vs. Miller.*)

OFFICE OF THE COUNTY CROWN ATTORNEY,
TORONTO, 3rd March, 1882.

DEAR LASH,—I have your telegram, and now enclose certified copy of Judge Osler's order, re-committing prisoner upon the *habeas corpus*. The Clerk of the Court has no material on which to certify the order, because, as you see by the terms of the order the papers were all given back to me, and I sent the original order of re-commitment to the keeper of gaol; in all extradition matters Judge Mackenzie makes me the custodian of all papers filed before him, and I always certify to same. This, I suppose, will be sufficient; the United States Government have acted upon my certificate in issuing their warrants to receive prisoner from us.

Yours, &c.,

F. FENTON.

Z. A. LASH, Q.C., Deputy Minister of Justice, Ottawa.

IN THE HIGH COURT OF JUSTICE—COMMON PLEAS DIVISION.

(Before Hon. Mr. Justice OSLER—In Chambers.)

In the matter of Extradition—The Qaeen vs. James W. Miller, otherwise called James Ryan.

James W. Miller, otherwise called James Ryan, being brought here into Chambers before me in custody of the keeper of the common gaol of the county of York, by virtue of a writ of *habeas corpus* and the information warrant of arrest, depositions, and exhibits filed on the hearing against such prisoner before the judge of the county court of the county of York, having been returned before me on a writ of *certiorari*, I do order that the said writs of *habeas corpus* and of *certiorari* and respective returns thereto be filed.

And upon reading the information on oath of Roger O'Mara, and the depositions of Edward S. Wright, and also the depositions of John Connor, the elder, Barbara Connor, and the certificate of R. R. McGregor, the justice of the peace before whom such latter depositions were made, and upon reading the other depositions and exhibits made and filed before the said county judge, and upon hearing counsel for the prisoner on his motion for discharge of the said prisoner from custody, and upon hearing counsel on behalf of the Crown in opposition thereto,—

I do order that the said motion for discharge of the said prisoner from custody be and the same is hereby refused.

And I do order that the said James W. Miller, otherwise called James Ryan, be re-committed to the custody of the keeper of the common gaol of the said county of York, at the said common gaol, there to remain and be safely kept until surrendered, according to the stipulation of the treaty between Her Majesty and the United States of America for the apprehension and surrender of certain offenders, or until he be delivered by warrant, under the hand of His Excellency the Governor General of the

Dominion of Canada, ordering the said James W. Miller, otherwise called James Ryan, to be delivered to the person or persons authorized to receive the said James W. Miller, otherwise called James Ryan, in the name and on behalf of the said the United States of America, to be tried for the said crimes of which the said James W. Miller, otherwise called James Ryan, stands accused, or until discharged according to law.

And upon application of counsel on behalf of the Crown, I do further order that the warrant of commitment be taken off the files of this court and returned to the said keeper of the said common gaol, and that the information, depositions, papers and exhibits filed before the said county court judge be also taken off the files of this court and returned to the said county judge.

Dated at Osgoode Hall, Toronto, this 24th day of February, 1882.

F. OSLER, *J.*

County of York, City of Toronto, To Wit: } I, Frederick Fenton, of the city of Toronto, County Crown Attorney in and for the county of York, do hereby certify that the within order is a true copy of the original order of the Hon. Mr. Justice Osler, made and issued the 24th day of February, 1882, re-committing the prisoner, James W. Miller *alias* James Ryan, to gaol to await his surrender to the United States of America; that the original order was issued to me and by me sent to the keeper of the common gaol of said county.

In testimony whereof, I hereby set my hand and affix my official seal this 3rd day of March, 1882.

F. FENTON, *C.C.A.* [L.S.]

Canada, Province of Ontario, County of York, City of Toronto. } To the chief constable and all or any of the constables or other peace officers of the city of Toronto and of the county of York, and to the keeper of the common gaol of the county of York.

Whereas James W. Miller, otherwise called James Ryan, late of Clarion county, in the State of Pennsylvania, one of the United States of America, a person found within the limits of Canada, to wit: in the city of Toronto, in the county of York, and Province of Ontario, on the fourteenth day of January, in the year of Our Lord one thousand eight hundred and eighty-two, was duly charged at the city of Toronto aforesaid, before me, the undersigned, His Honor Kenneth MacKenzie, the judge of the county court of the county of York aforesaid, on the oath of Roger O'Mara, for that theretofore on the twenty-third day of March, in the year of Our Lord one thousand eight hundred and eighty-one, the said James W. Miller, otherwise called James Ryan, did commit the crimes of assault with intent to murder, and of robbery, within the jurisdiction of the United States of America, to wit: at Clarion county, in the State of Pennsylvania aforesaid, as follows:—

1. For tha the the said James W. Miller, otherwise called James Ryan, and certain other persons, on the twenty-third day of March aforesaid, at Clarion county aforesaid, a certain pistol then loaded with gunpowder and divers leaden, shot at and against one John Conner the elder, feloniously and unlawfully did shoot, and him the said John Conner the elder, thereby then feloniously did wound with intent, thereby then feloniously, wilfully and of malice aforethought, the said John Conner to kill and murder.

2. And also for that he, the said James W. Miller, otherwise called James Ryan, and certain other persons, afterwards, on the twenty-third day of March aforesaid, at Clarion county aforesaid, in and upon the said John Conner the elder, feloniously did make an assault, and him, the said John Conner the elder, in bodily fear and danger of his life, then feloniously did put and the monies of the said John Conner the elder, to the amount of twelve thousand dollars, and eight bonds of the Brady's Bend Bridge Company, for two hundred and fifty dollars each, numbered respectively 13, 14, 15, 16, 101, 102, 103 and 104, and four bonds of the Alleghany Valley Rail-

road Company, for one thousand dollars each, numbered respectively 2782, 2783, 2784 and 2785, of the value of one thousand dollars each, and three bonds of the funded debt mortgage bonds of the Alleghany Valley Railway Company for one hundred dollars each, numbered respectively 30572, 30573 and 30574, of the value of one hundred dollars each, of the valuable sureties of the said John Conner the elder, from the person and in the presence and against the will of the said John Conner the elder, then feloniously and violently did steal, take and carry away.

3. And also for that he, the said James W. Miller, otherwise called James Ryan, and certain other persons afterwards, on the twenty-third day of March aforesaid, at Clarion county aforesaid, in and upon one Barbara Conner, feloniously did make an assault, and her, the said Barbara Conner, in bodily fear and danger of her life, then feloniously did put and the monies of the said Barbara Conner, to the amount of fifty dollars, and one bag, the property of the said Barbara Conner, from the person and in the presence, and against the will of the said Barbara Conner, then feloniously and violently did steal, take and carry away.

And whereas it appears from evidence before me, that the said James W. Miller, otherwise called James Ryan, has fled from the said State of Pennsylvania, and is now a fugitive from justice in the city of Toronto aforesaid.

And whereas such evidence as according to the laws of the Province of Ontario, in which the said James W. Miller, otherwise called James Ryan, has been apprehended under my warrant upon the charges aforesaid, would justify his apprehension and committal for trial if the said crimes of which he is so accused had been committed in the said Province of Ontario, has been adduced before me against the said James W. Miller, otherwise called James Ryan.

These are therefore to command you, the said chief constable, and all or any of the constables or other peace officers of the said city of Toronto and of the county of York, and all or any of you, to take the said James W. Miller, otherwise called James Ryan, and him safely convey to the said the common gaol of the county of York aforesaid, and there deliver him to the keeper thereof, with this precept.

And I hereby command you, the said keeper of the said common gaol, to receive the said James W. Miller, otherwise called James Ryan, into your custody in the said common gaol, and there to retain and safely keep him until surrendered according to the stipulations of the treaty between Her Majesty and the United States of America for the apprehension and surrender of certain offenders, or until he be delivered by warrant under the hand of His Excellency the Governor General of the Dominion of Canada, ordering the said James W. Miller, otherwise called James Ryan, to be delivered to the person or persons authorized to receive the said James W. Miller, otherwise called James Ryan, in the name and on behalf of the said the United States of America, to be tried for the said crimes of which the said James W. Miller, otherwise called James Ryan, stands accused, or until discharged according to law.

Given under my hand and seal, at the city of Toronto aforesaid, this seventh day of February, in the year of Our Lord one thousand eight hundred and eighty-two.

K. MACKENZIE, [L.S.]
Judge of the County Court of the County of York.

DEPARTMENT OF JUSTICE, OTTAWA, 6th March, 1882.

Upon reading the report of His Honor Kenneth MacKenzie, judge of the county court of the county of York, in the case of James W. Miller *alias* James Ryan, a fugitive from the United States to Canada, charged with the crime of robbery and assault with intent to murder, the evidence taken before the said Judge MacKenzie upon the application for the extradition of the said James W. Miller *alias* James Ryan, the warrant of commitment of the said James W. Miller *alias* James Ryan, and the demand of the United States authorities for his surrender; and upon reading the order made by the Hon. Mr. Justice Osler, upon an application for the discharge of the prisoner on *habeas corpus*, re-committing the said James W. Miller *alias* James Ryan to await his surrender, I recommend that in accordance with the extradition

treaty the said prisoner be delivered up to justice in the United States, and for such purpose that a warrant do issue under the hand and seal of Your Excellency, ordering that the said James W. Miller *alias* James Ryan be delivered into the custody of Roger O'Mara, of the city of Pittsburgh, in the State of Pennsylvania, one of the United States of America, a police detective, or any other person or persons appointed by the United States authorities to receive him.

An application has been made on behalf of the prisoner by his counsel, Mr. N. Murphy, that a guarantee should be required from the United States that the prisoner will not be detained or tried for any other offence than that charged. The question raised was fully discussed in the year 1876 between Her Majesty's Government and that of the United States, as regards extradition from Great Britain to the United States and *vice versâ*, and the two Governments then agreed that neither should insist before surrendering a fugitive from justice upon an undertaking that the prisoner should be tried only for the crime in regard to which his extradition was demanded. In accordance with this understanding, no undertaking on that point should be asked for by the Canadian Government before surrendering the prisoner, and unless Her Majesty's Government should see proper so to direct, no steps to hinder his trial for any offence against the laws of the United States which he may be alleged to have committed in that country can be taken by the Canadian Government.

I recommend that a copy of Mr. Murphy's communication may be sent to the Governor General's Secretary, for submission to His Excellency, with a view, should His Excellency think fit, to one copy being forwarded to the Secretary of State for the Colonies and the other to Her Majesty's Minister at Washington, for the information of the United States Government.

I further recommend that Mr. Murphy be informed of the action taken with respect to his letter.

A. CAMPBELL, *M. J.*

NOTE.—The reasons for not complying with Mr. Murphy's request, as embodied in the above report, should be communicated to that gentleman.

A. POWER, *for D. M. J.*

(*Telegram.*)

TORONTO, 8th March, 1882.

To Z. A. LASH, Deputy Minister.

Three officers from Pennsylvania now here for Miller; when will warrant come? Answer.

F. FENTON.

CANADA.

By His Excellency the Right Honorable Sir John Douglas Sutherland Campbell (commonly called the Marquis of Lorne), One of Her Majesty's Most Honorable Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor General of Canada, and Vice-Admiral of the same.

To the Sheriff of the County of York, in the Province of Ontario, in the Dominion of Canada, and to the keeper of the Common Gaol of said County.

GREETING:

Whereas one James W. Miller *alias* James Ryan is now detained in the custody of you, or one of you, upon or by reason of certain charges, to wit: that he, the said James W. Miller *alias* James Ryan, on, to wit: the twenty-third day of March, in the year of Our Lord one thousand eight hundred and eighty-one, at Clarion county, in the State of Pennsylvania, one of the United States of America, did feloniously, wilfully and of malice aforethought, shoot at and against one John Conner, the elder, with intent the said John Conner, the elder, to kill and murder.

And also that he the said James W. Miller *alias* James Ryan, on, to wit: the twenty-third day of March aforesaid, at Clarion county, in the State of Pennsylvania aforesaid, did feloniously, wilfully and of malice aforethought, assault him, the said John Conner, the elder, and the monies of the said John Conner, the elder, did feloniously and violently steal, take and carry away.

And also that he, the said James W. Miller *alias* James Ryan, afterwards, to wit: on the twenty-third day of March aforesaid, at Clarion county aforesaid, did upon one Barbara Conner, feloniously make an assault, and from the person of the said Barbara Conner did take her moneys to the amount of fifty dollars, and one bag of property, and in the presence and against the will of the said Barbara Conner, then feloniously and violently did steal, take and carry away.

And whereas the said James W. Miller *alias* James Ryan has since the alleged commission of said crimes been found within the limits of Canada, and the said crimes with which he is so charged having been committed within the jurisdiction of the said United States of America, it is fit and expedient that he, the said James W. Miller *alias* James Ryan, be made amenable to justice in the said United States of America.

Now therefore know ye, that I, the said the Right Hon. Sir John Douglas Sutherland Campbell (commonly called the Marquis of Lorne), Governor General aforesaid, do order and command you, and each of you, that the body of the said James W. Miller *alias* James Ryan so committed as aforesaid, you, or one of you, do immediately deliver to Roger O'Mara, of the city of Pittsburg, in the State of Pennsylvania, one of the United States of America, police detective, or such other person or persons as may be authorized to receive the same, in the name and on the behalf of the said United States of America, to the end that the said Roger O'Mara aforesaid, or such other person or persons authorized as aforesaid, may hold him the said James W. Miller *alias* James Ryan in custody, and take him to the said United States of America, in order that he may there be made to answer according to law, and be tried for the crimes of which he the said James W. Miller *alias* James Ryan, so stands accused.

Provided always, the said James W. Miller *alias* James Ryan be detained under the custody of you, or one of you, as aforesaid, for no cause, matter or thing whatever, other than the crimes aforesaid, and this you are not to omit at your peril.

Given under my hand and Seal at Arms at Ottawa, this ninth day of March, in the year of Our Lord one thousand eight hundred and eighty-two, and in the forty fifth year of Her Majesty's reign.

By Command.

LORNE.

J. A. Mousseau, Secretary of State.

Department of Secretary of State, Ottawa, 9th March, 1882.

Sir,—I am directed to transmit to you herewith the warrant of His Excellency the Governor General, authorizing you to deliver into the custody of Roger O'Mara, of Pittsburg, in the State of Pennsylvania, United States, one James W. Miller *alias* James Ryan, charged with certain crimes therein specified, committed in the said United States, and now a prisoner in the common gaol of the county of York.

You will please acknowledge the receipt of this letter, and also report to this Department the steps taken by you in virtue of this warrant.

I have the honor to be, Sir, your obedient servant,

EDOUARD J. LANGEVIN, *Under Secretary of State.*

The Sheriff of the County of York, Toronto.

(*Telegram.*)

Toronto, 9th March, 1882.

To the Hon. the Secretary of State.

Pennsylvania officers here. Ask when Governor's warrant for surrender of Miller will arrive. Answer.

F. FENTON, *County Crown Attorney.*

(*Telegram*)

F. FENTON, County Attorney, Toronto. OTTAWA, 9th March, 1882.

Warrant of extradition *re* Miller to sheriff by this evening's mail.

EDOUARD J. LANGEVIN, *Under Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 10th March, 1882.

SIR,—With reference to your letter of the 21st ultimo, addressed to the Hon. the Minister of Justice, requesting, on behalf of one James W. Miller *alias* James Ryan, for whose extradition to the United States on a certain charge preferred against him a warrant has been issued, that a guarantee should be required from the United States Government that the prisoner will not be detained or tried for any other offence than that charged, I am directed to inform you as follows:—

The question raised by you was fully discussed in the year 1876, between Her Majesty's Government and that of the United States, as regards extradition from Great Britain to the United States and *vice versâ*, and the two Governments then agreed that neither should insist, before surrendering a fugitive from justice, upon an undertaking that the prisoner should be tried only for the crime in regard to which his extradition was demanded. In accordance with this understanding, no undertaking on that point should be asked for by the Canadian Government before surrendering the prisoner, and unless Her Majesty's Government should see proper so to direct, no steps to hinder his trial for any offence against the laws of the United States, which he may be alleged to have committed in that country, can be taken by the Canadian Government.

I am to add that a copy of your letter and of this communication have been transmitted to His Excellency the Governor General, with a view to their being communicated by His Excellency, should he see fit, to Her Majesty's Government and to Her Majesty's Minister at Washington.

I have the honor to be, Sir, your obedient servant,

EDOUARD J. LANGEVIN, *Under Secretary of State.*

N. MURPHY, Esq., Barrister-at-Law, Toronto.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 11th March, 1882.

SIR,—I have the honor to transmit to you herewith a copy of a letter addressed to the Hon. the Minister of Justice by Mr. N. Murphy, barrister, of Toronto, requesting that in the case of one James W. Miller *alias* James Ryan, for whose extradition to the United States on a certain charge preferred against him a warrant has recently been issued, a guarantee may be required from the United States Government that the prisoner will not be detained or tried for any other offence than that charged.

I also enclose a copy of the letter addressed to Mr. Murphy, in reply to his application, and am directed to request that these documents may be submitted to His Excellency the Governor General, with a view, should His Excellency see fit, to one copy thereof being forwarded to the Secretary of State for the Colonies, and the other to Her Majesty's Minister at Washington, for the information of the United States Government.

I have the honor to be, Sir, your obedient servant,

EDOUARD J. LANGEVIN, *Under Secretary of State.*

The Governor General's Secretary, Ottawa.

SHERIFF'S OFFICE, TORONTO, 10th March, 1882.

SIR,—I have the honor to acknowledge the receipt of the warrant of His Excellency the Governor General, authorizing the delivery unto one Roger O'Mara of the

prisoner James W. Miller *alias* James Ryan, confined in the gaol of my county awaiting extradition to the United States, and beg to say that in obedience thereto I have given the necessary order to my gaoler for the prisoner's delivery to Mr. O'Mara.

I have the honor to be, Sir, your obedient servant,

FRED W. JARVIS, *Sheriff County York.*

E. J. LANGEVIN, Esq., Under Secretary of State, Ottawa.

DUFFERIN CHAMBERS, 90 CHURCH STREET, TORONTO, 13th March, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 10th inst., numbered 442 on 1489. I beg to thank you for transmitting to His Excellency the Governor General a copy of my letter and of your answer thereto, with a view to their being communicated by His Excellency, should he see fit, to Her Majesty's Government and to Her Majesty's Minister at Washington.

I beg through you to call the attention of Her Majesty's Ministers and of His Excellency the Governor General to the case of the Queen against Robert McHolme, who was extradited from Toronto to England last year on a charge of larceny. After extradition the prisoner was convicted at Liverpool of a conspiracy to defraud creditors, and sentenced to six months' imprisonment. I called the attention of the police magistrate of Toronto, who had remanded the prisoner for extradition, to the fact that the crime of which McHolme had been convicted was not an extraditable offence, or the one for which he had been extradited. Through the police magistrate the Minister of Justice was apprised of the fact. The Minister of Justice communicated with Her Majesty's Government in England, and shortly afterwards I received a communication from your Department, that Her Majesty, on the advice of Her Ministers, had seen fit to order the discharge of the prisoner.

The convict Miller has been extradited on two charges, namely: Of attempt to murder, and of robbery with violence. He had escaped from the Western Penitentiary, where he was serving a sentence of seven years, on a conviction for burglary, which burglary formed part of the *res gestae* of the offences for which he has now been extradited. Burglary is not a crime for which he could be extradited to the United States. Should he not be tried promptly on the charges for which he has been extradited, or should he be tried and acquitted on said charges, I think it my duty, as his counsel, to ask that Her Majesty's Government should represent the case to the United States Government, and suggest to them the propriety of acting in the Miller case in the same good faith with Canada which was displayed by Her Majesty's Government in the McHolme case, and of returning the prisoner, or of giving him an opportunity of returning here.

I have the honor to be Sir, your obedient servant,

N. MURPHY.

Hon. the Secretary of State of Canada, Ottawa.

P.S.—Will you be good enough to answer this letter at your earliest convenience, and inform me if your letter of the 10th March is to be considered by me as a private communication, as I have been requested to hand any letter received by me in this matter from your Department to the newspapers for publication?—N. M.

OFFICE OF THE GOVERNOR GENERAL'S SECRETARY, 14th March, 1882.

MEMORANDUM.—Required by His Excellency duplicate copies of the enclosures in your communication of the 11th March, 1882, in the case of one J. W. Miller.

By order.

C. STUART.

The Under-Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 15th March, 1885.

SIR, —In compliance with the request contained in your memorandum of the 14th instant, I have the honor to transmit to you herewith duplicate copies of the enclosures in my letter of the 11th instant, in the matter of the extradition of one James W. Miller *alias* James Ryan.

I have the honor to be, Sir, your obedient servant,

EDOUARD J. LANGEVIN, *Under Secretary of State.*

The Governor General's Secretary.

Re Miller Extradition Case.

DEPARTMENT OF JUSTICE, OTTAWA, 15th March, 1882.

Upon the reference by the Secretary of State of Mr. Murphy's letter of the 13th instant, relating to the above case, I have the honor to recommend that Mr. Murphy be informed that any representations which he may see fit to make with respect to any proceedings which may be hereafter taken against the prisoner in the United States will receive due consideration, but that in the meantime the Government cannot assume that the authorities in the United States will take any course not warranted by the treaty and the laws applicable to the matter.

Z. A. LASH, *Deputy Minister of Justice.*

I recommend that a copy of Mr. Murphy's communication, and of the reply which may be made thereto, be sent to His Excellency, for transmission to Her Majesty's Secretary of State for the Colonies and to Her Majesty's Minister at Washington.

Z. A. LASH, *D. M. J.*

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 17th March, 1882.

SIR,—I am directed to acknowledge the receipt of your letter of the 13th inst., in further reference to the case of James W. Miller *alias* James Ryan, recently extradited to the United States, and to inform you, in reply to the request therein contained, that any representations which you may see fit to make with respect to any proceedings which may be hereafter taken against the prisoner in the United States will receive due consideration, but that in the meantime the Government cannot assume that the authorities in the United States will take any course not warranted in the treaty and the laws applicable to the matter.

I have the honor to be, Sir, your obedient servant,

EDOUARD J. LANGEVIN, *Under Secretary of State.*

N. MURPHY, Esq., Barrister, &c., Toronto.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 17th March, 1882.

SIR,—With reference to my letter of the 11th inst., and its enclosures, in the matter of the extradition of one James W. Miller *alias* James Ryan, I have the honor to transmit to you herewith two copies of a further letter from Mr. N. Murphy, barrister, of Toronto, together with two copies of the reply thereto, with a view, should His Excellency the Governor General see fit, to one copy of each being forwarded to the Right Hon. the Secretary of State for the Colonies, and one of each to Her Majesty's Minister at Washington, for the information of the Government of the United States.

I have the honor to be, Sir, your obedient servant,

EDOUARD J. LANGEVIN, *Under Secretary of State.*

The Governor General's Secretary.

Minister at Washington to Governor General.

WASHINGTON, 20th March, 1882.

MY LORD,—I have the honor to acknowledge the receipt of Your Excellency's despatch, No. 13, of the 14th instant, forwarding copies of certain documents for the information of the United States Government, connected with the extradition case of James Miller *alias* James Ryan, and to inform Your Excellency that I have communicated the purport of them to the United States Government.

I have, &c.,

L. S. SACKVILLE WEST.

His Excellency the Marquis of Lorne, K.T., &c., &c., &c.

Re James W. Miller Extradition.

DUFFERIN CHAMBERS, 90 CHURCH STREET, TORONTO, 3rd October, 1882.

SIR,—I beg to refer you to the letter of the Under Secretary in this matter, dated 17th March, 1882, and numbered 483 on 1489. In that letter the Department says "that any representations which I might see fit to make with respect to any proceedings which may hereafter be taken against the prisoner in the United States will receive due consideration, but that in the meantime the Government could not assume that the authorities in the United States would take any course not warranted by the treaty and the laws applicable to the matter."

I now beg to represent, as I have always contended, that the action of the United States authorities in this matter was not *bonâ fide*, and that the charges of assault with intent to commit murder, upon which the prisoner was extradited, was merely concocted for the purpose of getting Miller extradited and compelling him to serve out the balance of his term in the Western Penitentiary, to which he had been committed on a charge of burglary, and from which he had escaped into Canada.

I beg to refer you to my letters of 21st February and 13th March last.

Miller had served several months of his sentence before he escaped, and yet no charge of attempt to commit murder was preferred against him.

The information of Conner on the charge of attempt to murder was only taken on 26th January last, and after Miller's arrest in Canada. Miller was extradited in February last, and returned at once to the Western Penitentiary to serve out his sentence. Two terms of Clarion county court have elapsed since his extradition—six months have elapsed since his extradition—and yet he has not been tried for the offence on which he was extradited, and in fact never will be tried. These facts I verify by the enclosed affidavits of James T. Maffett and John H. Brown, and the letter of Maffett & Ross, which I also enclose, sworn and dated 28th September last, respectively. On these facts it requires no assumption to come to the conclusion that there never has been any intention on the part of the United States authorities to try Miller for an attempt to commit murder, and that his extradition, no matter how guilty he may be of other offences, was a fraud upon justice, and was deliberately planned and carried out by the parties demanding his extradition. If we are to have an extradition law at all, it should be carried out with the same strictness with which other criminal laws are interpreted; and, as I have before remarked to you, nations should at least have the same honesty in their dealings with one another which should characterize transactions between private parties.

I beg to call, through you, the attention of the Canadian Government and, through them, the attention of the Imperial authorities, to the injustice and bad faith so plainly exhibited in this case, and to ask that a demand should be made for the rendition back of Miller to Canada.

I have the honor to be, Sir, your obedient servant,

N. MURPHY.

Hon. the Secretary of State for Canada, Ottawa, Ont.

CLARION, PA., 28th September, 1882.

GENTLEMEN,—Enclosed find affidavits of Jno. F. Brown and myself. Mr. Hendman, who offered to give us his affidavit, is in Philadelphia, and will be gone for some time. Hope these will be sufficient; if not, possibly we can get some more.

Please let us know how you succeed. They have no intention of trying Miller here for the offences for which he was extradited. The District Attorney here told us to-day that they would not prosecute the cases; that they were to be dropped, and that they would get the bills ignored by the grand jury at next term, January, 1883.

Yours truly,

MAFFETT & ROSS.

Messrs. MURPHY & MURDOCK.

In the matter of James W. Miller *alias* James Ryan, a prisoner extradited from Toronto, in the Province of Ontario, Canada, and confined in the penitentiary at Alleghany, in the State of Pennsylvania.

We, James T. Maffett and John F. Brown, of the borough of Clarion, in the county of Clarion, and State of Pennsylvania, do solemnly declare that the above-named prisoner, James W. Miller *alias* James Ryan, was extradited from Canada on or about the seventeenth day of February, A.D. 1882, on a charge of assault with the intent to commit murder, in said county of Clarion, and was confined in the penitentiary in the city of Allegheny, in the State of Pennsylvania, where he has remained a prisoner ever since.

That the said prisoner has not been tried since his extradition for the charge upon which he was extradited, although he has been constantly in prison in said penitentiary since his extradition.

And although two terms of the criminal court of said county of Clarion have intervened since said charges, upon which he was extradited, were made, no prosecutor or witnesses have appeared against him, and no bills of indictment for said offence have been preferred against him.

JAMES T. MAFFETT,
JNO. F. BROWN.

State of Pennsylvania, } S.S.
County of Clarion. }

Before me, a notary public in and for said county of Clarion, duly commissioned and sworn, personally appeared the above-named J. T. Maffett, who, being first duly sworn according to law, deposeth and saith that the foregoing declaration of facts, in the matter of James W. Miller *alias* James Ryan, are true, as he verily believes.

Sworn and subscribed before me this 28th day of September, A. D. 1882. } JAMES T. MAFFETT.

[L.S.] W. H. Ross, Notary Public.

State of Pennsylvania, } S.S.
County of Clarion. }

Before me, a notary public in and for the said county of Clarion, duly commissioned and sworn, personally appeared the above-named John F. Brown, who, being first duly sworn according to law, deposeth and saith that the foregoing declaration of facts, in the matter of James W. Miller *alias* James Ryan, are true, as he verily believes.

Sworn and subscribed before me this 28th day of September, A. D. 1882. } JNO. F. BROWN.

[L.S.] W. H. Ross, Notary Public.

Re Extradition of James W. Miller.

DEPARTMENT OF JUSTICE, OTTAWA, CANADA, 10th October, 1882.

I recommend that copies of Mr. Murphy's letter of the 3rd instant, and of the enclosures, be sent to His Excellency the Governor General, for transmission to Her Majesty's Secretary of State for the Colonies and to Her Majesty's Minister at Washington, and that Mr. Murphy be informed of the action taken.

GEO. W. BURBIDGE, *D. M. J.*

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 12th October, 1882.

SIR,—In reference to the extradition case of James W. Miller, I have the honor to send to you herewith two copies of Mr. Murphy's letter of the 3rd instant, and of the enclosures, for the information of His Honor the Deputy of the Governor General, with the request that His Honor may be moved to transmit one copy to Her Majesty's Minister at Washington, and the second copy to the Right Hon. the Secretary of State for the Colonies.

I have, &c.,
EDOUARD J. LANGEVIN, *Under Secretary of State.*

The Governor General's Secretary.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 12th October, 1882.

SIR,—I have the honor to acquaint you, for your information, that a copy of your letter of the 3rd instant, *re* extradition of James W. Miller, is furnished to the Governor General's Secretary, with a view to its transmission to the Right Hon. the Secretary of State for the Colonies, and a second copy is also furnished to the same officer, for its transmission to Her Majesty's Minister at Washington.

I have, &c.,
EDOUARD J. LANGEVIN, *Under Secretary of State.*

N. MURPHY, Esq., Barrister, Toronto.

Re Miller alias Ryan.

DUFFERIN CHAMBERS, 90 CHURCH ST., TORONTO, 5th February, 1884.

SIR,—I have the honor to inform you that I have not as yet been notified of any action being taken by the Imperial Government in the case of the above named convict, who was extradited from Toronto on a charge of attempt to murder. The convict has never been tried for the offence for which he was extradited.

I beg to refer you to my letter to your Department of 3rd October, 1882, and the reply thereto, dated 12th October, 1882.

I beg to press the matter upon your Department and, through you, upon the Imperial authorities, as in my opinion a gross breach of faith and of international obligations has been committed by the United States authorities in regard to Miller.

I have the honor to be, Sir, your obedient servant,
A. MURPHY.

Hon. the Secretary of State for the Dominion, Ottawa.

DEPARTMENT OF SECRETARY OF STATE, OTTAWA, 7th February, 1884.

MY LORD,—I have the honor, by direction of the Secretary of State, to invite your attention to Mr. Under Secretary Langevin's letter to your predecessor, of the 12th October, 1882, on the subject of the extradition to the United States of one James W. Miller *alias* Ryan; and to enquire what reply, if any, has been received from Her Majesty's Minister at Washington, or from the Colonial Office, to any representation made on behalf of Her Majesty's Government to the United States authorities with reference to this matter.

I have the honor to be, my Lord, your obedient servant,
G. POWELL, *Under Secretary of State.*

Lord Melgund, Governor General's Secretary, Ottawa.

OFFICE OF THE GOVERNOR GENERAL'S SECRETARY,
OTTAWA, 7th February, 1884.

SIR,—I have the honor to acknowledge the receipt of your letter of the 7th instant, relating to the extradition case of James W. Miller, and to inform you, in reply, that a copy of Mr. Under Secretary Langevin's letter of 12th October, 1882, was communicated to the Secretary of State for the Colonies and to Her Majesty's Minister at Washington, and a reply (No. 376, of 12th February, 1883) received from the former, a copy of which was communicated to the Hon. the Privy Council, for the Minister of Justice, on the 9th of March, 1883.

I have the honor to be, Sir, your obedient servant,
CHARLES J. JONES, *for Governor General's Secretary.*

The Under Secretary of State for Canada.

DOWNING STREET, 12th February, 1883.

MY LORD,—With reference to the Deputy Governor's despatch, No. 48, of the 13th of October last, respecting the extradition case of James W. Miller, I have the honor to transmit to you, for the information of your Government, a copy of a letter that has been received from the Foreign Office, forwarding copies of two despatches, with enclosures, from Her Majesty's Minister at Washington, on the subject.

I have the honor to be, my Lord,
Your Lordship's most obedient, humble servant,
DERBY.

Governor General the Right Honorable
The Marquis of Lorne, K.T., G.C.M.G., &c., &c.

Foreign Office to Colonial Office.

FOREIGN OFFICE, 7th February, 1883.

SIR,—I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Earl of Derby, copies of two despatches, with enclosures, in original, relative to the case of Miller, alluded to in your letter of the 11th November last.

I am, &c..
J. PAUNCEFOTE.

The Under Secretary of State, Colonial Office.

Extract from the New York "Nation," of 18th January, 1883.

The facts in the Miller extradition case, which is now under consideration by the State Department, are said to be these: Miller, in 1881, broke into a farm house in Allegheny county, Pa., attacked the inmates, and carried off a quantity of Government bonds and other property. He was tried for the burglary and sentenced to eight years in the Western Penitentiary. After serving nearly two years of his term he escaped, and was traced to Toronto. Under our Extradition Treaty with England, burglary is not an extraditable crime, but assault with intent to murder is; so, in order to get him back an application was made for his surrender on the ground of the assault committed in the course of the burglary. The extradition papers were irregularly issued, and Miller was brought back, but immediately on his return he was clapped into prison to serve out the remainder of his term for burglary, and he has never been tried at all for the crime for which he was extradited. The matter has been brought up in the Canadian Parliament, and resolutions passed demanding an explanation. The case again calls attention to the very unsatisfactory condition of our relations with England relative to extradition. In the Winslow case the question of the right to extradite a man for one crime and try him for another was raised, and the difficulty is still indisposed of, though some of the courts have cut the diplomatic knot by holding, as Judge Hoffman, in California, did the other day, that the criminal

can set up a want of jurisdiction to try him in such a case. But whether Miller could resort to *habeas corpus* and liberate himself seems very doubtful, because he is lawfully detained under his original sentence, however irregular his recapture may have been. On the other hand, it is perfectly clear that such proceedings as those said to have been taken in the Miller case are not contemplated by our Extradition Treaty with England. It is evident that we need a new Extradition Treaty between the two countries, which shall regulate the International Criminal Code more minutely than the present instrument does. The intricacy of extradition questions, as they exist, is of no advantage to anybody in either country but criminals.

Mr. Sackville West to Earl Granville.

WASHINGTON, 19th January, 1883.

MY LORD,—With reference to my preceding despatch of this series, I have the honor to enclose to Your Lordship herewith an article from the *Nation* newspaper, of New York, on the Miller extradition case, which asserts that "the intricacy of extradition questions, as they exist, is of no advantage to anybody in either country but criminals."

I have, &c.,

L. S. SACKVILLE WEST.

Earl Granville, K.G., &c., &c., &c.

Mr. Sackville West to Earl Granville.

WASHINGTON, 18th January, 1883.

MY LORD,—I have the honor to enclose to Your Lordship herewith an article from the New York *Sun* on an extradition case, which is creating some sensation in the State Department.

It appears that the demand for the extradition of the man Miller was made by the State Department direct to the Canadian Government, and not, as is usual, through Her Majesty's legation.

Miiler was, however, subsequently extradited, but, as is now alleged, on false pretences, to which the State Department was unconsciously a party, that is to say, that he was extradited at the instigation of the United States Government, upon a charge of having committed a crime for which he could be extradited under the Extradition Treaty, but of which he was only indirectly guilty, and that he was now held for a crime for which his extradition could not have been demanded.

The State Department admit that there was collusion, and that the usual course had not been followed in demanding the extradition.

With regard to the accusation that Miller is now held for a crime for which he could not have been extradited, the State Department demur to the opinion of Judge Hoffman in the case of Watts, upon which it is founded, while, as Your Lordship will perceive from the letter which the Marquis of Lorne caused to be addressed to Mr. Murphy, copy of which was enclosed in my despatch, No. 127, of the 20th March last, the Canadian Government refuse to re-open the question. Efforts are, however, being made to obtain Miller's release, under the opinion of Judge Hoffman, above alluded to, and from what I have gathered at the State Department, I am inclined to think that in order to avoid further controversy on the matter in the newspapers he will be pardoned.

I have, &c.,

L. S. SACKVILLE WEST.

Earl Granville, K.G., &c., &c., &c.

CANADA HAS A GRIEVANCE.

A Difference between the United States and that Province.

This Government charged with extraditing a criminal on false grounds.

Canada may ask that the treaty be suspended.

Extract from the New York "Sun" of 14th January, 1883.

Washington, 13th January.

The attention of the State Department has been called to a most important question, arising out of the alleged violation by this Government of the Extradition Treaty with Great Britain. It is claimed that the Government of the United States has acted in bad faith in respect to the extradition of a criminal named Miller. In brief, the Canadian authorities assert that Miller was extradited at the request of the State Department, he having been accused of committing a felonious assault. When he was in possession of the United States authorities he was without further process lodged in the gaol from which he had escaped into Canada, and where he was serving a sentence for burglary. He has not, within the six months required by the provisions of the statute, been tried and convicted of the offence for which he was extradited. It is charged that, in consequence of this alleged bad faith, the Canadian Parliament has requested the Government of Great Britain to make inquiries, with the view to suspend the Extradition Treaty, so far as it affects Canada, or to require hereafter that in all cases where the United States asks for the extradition of a fugitive the United States Government shall give a guarantee that the person whose extradition it asks shall be tried for the offence with which he is charged, and for no other. The Canadian Government complains that the United States Government has acted in bad faith in this and other cases. Our Government, in the Winslow case, gave up the attempt to secure the extradition of the noted Boston forger, because it was regarded as humiliating, and an implied confession of intent to violate the terms of the treaty, to give Great Britain a guarantee that Winslow would be tried for the offence mentioned in the official papers. But in this Miller case it is hard to see how the Government will escape the humiliation of delivering Miller back to the Canadian authorities. It is probable that Great Britain will demand that this be done. If it be not done, there can, in all probability, be but one outcome, and that is the suspension of the treaty, so far as Canada is concerned.

The tenth article of the treaty provides that extradition is permitted in cases of fugitives charged with murder, assault with intent to kill, piracy, arson, robbery, forgery or uttering forged paper. Miller, it appears from the statement made below, was convicted of burglary, an offence not specified in the tenth article. He was, however, extradited on the charge of having committed a felonious assault, the State Department aiding in the manner described below. He was, however, not tried for this crime, but returned to the prison from which he escaped. On this statement of facts a case arises, apparently, on which the Government cannot stand, even on the ground taken by Mr. Fish in his memorable correspondence with Lord Derby in the Winslow case. Mr. Fish then contended that the United States Government had the right to try a returned fugitive for any other offence than that mentioned in extradition articles, provided he was tried, in good faith, on the charge on which he was extradited. Great Britain would not grant this, and for a time the treaty was practically, though not officially, suspended. But in the Miller case the fugitive was not even tried.

For obvious reasons, the British Minister declined to speak officially of this matter, except to admit that correspondence was in progress, but he produced a copy of the recent decision of the United States district court in California, bearing precisely upon the matter in question, and it was evident that the opinion of the court is precisely that taken by Great Britain. This opinion, which was delivered in the case of the United States *vs.* Watts, by Justice Hoffman, holds that an extradited

fugitive, under treaty of 1842, cannot be held to answer for an offence for which his surrender could not have been asked nor granted, and that the extradited fugitive must be tried for the crime charged, and for no other. That is Great Britain's position.

The facts in the case in detail are as follows: In the early part of 1881, at a lonely farm house not far from Pittsburgh, in Allegheny county, three desperadoes, in the dead of night attacked the inmates, an old and feeble couple, and committed a burglary. A great quantity of valuables were obtained, among which were a number of Government bonds. The crime, which was one of the boldest and most successful ever committed in the neighborhood, was known as the catfish bond robbery. A notorious and skilful criminal named Miller was the only one who was captured, and a desperate effort was made to prevent his conviction. After a lengthy trial, however, he was convicted and sentenced to the Western Penitentiary for eight years. He had served nearly two years when the community was startled one afternoon by the announcement that Miller had escaped. The manner of the escape was ingenious and daring to a degree. A large manufacturer of boots and shoes in Pittsburgh, named Swertz, has the contract monopoly at the penitentiary of making shoes, and Miller, who had accomplices within as well as without the prison, concealed himself within a large shoe box, was placed on a dray, and proceeded with the load towards the warehouse. At the intersection of Sixth and Wood Streets, one of the busiest points in the city, he lifted the lid from the box, ran to a waiting carriage a few steps away, and was driven five miles out into the country, took another carriage, and all efforts of the detectives to discover him were abortive for many weeks. The clue to his final apprehension was obtained through a letter which fell into the wrong hands, addressed to his mistress. By this he was traced to Toronto, and steps were taken to obtain his extradition. The warden of the Western Penitentiary, Captain Wright, and other officers, who felt themselves to blame for the escape, were active, and engaged eminent counsel in Canada, and sent Major Montooth, a lawyer from Pittsburgh, to assist in obtaining the body of Miller. Miller had plenty of money and numerous friends, and most strenuous efforts were made to avoid having him extradited. Major Montooth first argued before the Canadian courts a motion to have Miller delivered up to the prison authorities, that he might serve out the balance of his sentence for which he was undergoing punishment, viz., burglary. The treaty of 1842, under the 10th article of which the extraditable crimes are numerated, does not contain the crime of burglary, so this application was refused. Col. Bayne, member of Congress from the twenty-third district, then appeared before the special attorney for the State Department here, asking that Miller be given up to the United States under the clause in the treaty called felonious assault with intent to murder, alleging that when the burglary occurred the old man and woman who were in the house at the time were in danger of their lives. Upon this plea the extradition papers were issued, although, as your correspondent was informed, it was thought to be irregular to resort to a subterfuge for the purpose of handing the person of Miller over, merely to relieve the prison authorities from the odium attendant upon escape. Miller was, however, given up and taken to Pittsburgh with the understanding that he was to be tried for the crime for which he was extradited, viz, felonious assault to commit a murder, this charge not even having been in the original indictment. Upon Miller's arrival in Pittsburg, which was in June last, he was cast into the cell from which he had escaped. Nothing was said about the trial for which he had been extradited, and there he remains until this day. The six months allowed by the statute for the bringing of the accused before the bar of justice having now elapsed, and the United States having taken no action in the matter, the facts were brought before the Canadian Parliament by Miller's friends. They passed resolutions calling the United States to account, and alleging bad faith, with a recommendation to suspend that part of the treaty relating to extraditions until satisfaction was received.

DEPARTMENT OF JUSTICE, OTTAWA, 19th May, 1884.

SIR,—With reference to Mr. Murphy's letter of the 5th February to the Secretary of State *re* Miller *alias* Ryan, I have the honor to recommend that a copy of the letter be transmitted to Her Majesty's Minister at Washington.

I have again looked over the despatch from the Colonial Office, of the 12th February, and its enclosures, and I do not see that there is anything in them to communicate to Mr. Murphy, no final action appearing from them to have been taken.

I would recommend, however, that Mr. Murphy be informed of the sending of a copy of his letter to the Minister at Washington, in case my suggestion to that effect be adopted.

I am, Sir, your obedient servant,

GEO. W. BURBIDGE, *D. M. J.*

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 21st May, 1884.

MY LORD,—With reference to previous correspondence on the same subject, I have the honor to transmit to Your Lordship herewith, in order that the same may, should His Excellency the Governor General think proper, be forwarded for the information of Her Majesty's Minister at Washington, a copy of a letter from Mr. N. Murphy, of the city of Toronto, barrister-at-law, complaining of a breach of faith on the part of the United States Government, in the matter of the extradition to that country of one James W. Miller *alias* Ryan.

I have, &c.,
G. POWELL, *Under Secretary of State.*

The Viscount Melgund, Governor General's Secretary, Ottawa.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 21st May, 1884.

SIR,—With reference to previous correspondence on the same subject, I have the honor to inform you that a copy of your letter of the 5th February last, complaining of breach of faith on the part of the United States authorities, in the matter of the extradition to that country of one James W. Miller *alias* Ryan, has this day been transmitted to His Excelleney the Governor General, with a request that the same be forwarded to Her Majesty's Minister at Washington, for His Excellency's information.

I have, &c.,
G. POWELL, *Under Secretary of State.*

NICHOLAS MURPHY, Esq., Barrister-at-Law, Toronto.

Mr. West to the Marquis of Lansdowne.

WASHINGTON, 10th July, 1884.

MY LORD,—With reference to Your Excellency's despatch, No. 47, of the 24th of May last, enclosing copy of a letter from Mr. N. Murphy, of Toronto, complaining of a breach of faith on the part of the United States Government, in connection with the extradition of James Miller *alias* W. Ryan, I have the honor to inform Your Excellency that I am instructed by Earl Granville to state that it is open to Mr. Murphy to raise the question of the legality of Miller's imprisonment in the courts of law.

I have, &c.,
L. S. SACKVILLE WEST.

His Excellency the Marquis of Lansdowne, G.C.M.G., &c., &c., &c.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 24th July, 1884.

SIR,—Adverting to previous correspondence upon the subject of an alleged breach of faith on the part of the United States Government, in connection with the extradition of James W. Miller *alias* Ryan, I am directed to inform you that Her Majesty's

Government, to whom a copy of your communication of the 5th of February last was communicated, desires that you be informed that it is open to you to raise the question of the legality of Miller's imprisonment in the courts of law.

I have the honor to be, Sir, your obedient servant,
G. POWELL, *Under Secretary of State.*

NICHOLAS MURPHY, Esq., Barrister, Toronto, Ont.

Re James W. Miller alias Ryan.

DUFFERIN CHAMBERS, 90 CHURCH STREET, TORONTO, 25th August, 1884.

DEAR SIR,—I have the honor to acknowledge the receipt of your favor of 24th July, and regret that my absence from Toronto for the past four weeks prevented my doing so before.

I cannot understand that it is open for me to raise the question of the legality of Miller's imprisonment in court in Canada or in England. In McHolme's case, on representation to the Attorney-General of England, the prisoner was discharged. Will you be good enough to let me know in what court of law Her Majesty's Government is of the opinion that the question of legality of Miller's imprisonment can be contested? I have taken it for granted that it can only be in the United States courts, and wrote Miller to that effect. If I am wrong in so doing, please inform me of any error at your earliest convenience.

I have the honor to be, Sir, yours very truly,
NICHOLAS MURPHY, per W. S. F.

G. POWELL, Esq., Under Secretary of State, Ottawa.

Re James W. Miller alias James Ryan.

DEPARTMENT OF JUSTICE, OTTAWA, 27th August, 1884.

Upon the reference by the Department of the Secretary of State, of a letter from Mr. N. Murphy, asking an explanation of the statement that the legality of Miller's imprisonment can be questioned in the courts of law, I recommend that Mr Murphy be informed that it is presumed the reference is to the courts of law of the country in which Miller is imprisoned.

A. POWER, *for D.M.J.*

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 28th August, 1884.

SIR,—With reference to your letter of the 25th instant, asking an explanation of the statement contained in the letter to you from this Department, of the 24th ultimo, that the legality of Miller's imprisonment can be questioned in the courts of law, I have the honor to inform you that it is presumed the reference is to the courts of law of the country in which Miller is imprisoned.

I have the honor to be, Sir, your obedient servant,
G. POWELL, *Under Secretary of State.*

NICHOLAS MURPHY, Esq., Barrister-at-Law, Toronto.

C.—CORRESPONDENCE IN THE EXTRADITION CASE OF JAMES ROBERT WILLIAMS.

Canada,
Province of Ontario,
County of Elgin.

The information and complaint of Samuel Henry Steele, of the city of Bloomfield, county of Davis and State of Iowa, one of the United States of America, counsellor-at-law, taken on oath before me, David John Hughes, Esq., Judge of the county court of the county of Elgin, acting under the provisions of the Extradition Act of 1877, who saith he hath just cause to believe and suspect and doth believe

and suspect that one James Robert Williams, who, until the 8th day of October last past, for some length of time was and had been a resident of David city, in Butler county, in the State of Nebraska, one of the United States of America, counsellor-at-law, and who hath found refuge in the said Province of Ontario, is accused of the crime of forgery within the jurisdiction of Butler county, in the State of Nebraska aforesaid.

For that the said James Robert Williams did, on or about the 20th day of August, in the year of our Lord one thousand eight hundred and eighty-four, at David city, in Nebraska county, in the State of Nebraska aforesaid, feloniously forge and utter (knowing the same to be forged) a certain promissory note for the payment of money, of which the following is a copy, to wit:—

$1,000. DAVID CITY, NEBRASKA, Aug. 20, 1884.

Sixty days after date, for value received, we promise to pay to the order of First National Bank of Seward, Neb., one thousand dollars at the First National Bank, Seward, Nebraska, with interest at the rate of ten per cent. from date until paid. The undersigned further agrees to pay $100 as liquidated damages if action is brought.

WESTOVER & WILLIAMS.
W. T. RICHARDSON.

with intent to defraud.

That the said promissory note, so far as the signature of W. T. Richardson is concerned, was and is a forgery, and the uttering thereof in respect to the said signature was and is a felonious uttering, with intent to defraud.

That the said James Robert Williams is now confined in the gaol at St. Thomas, Ontario, and awaiting extradition proceedings, and is a fugitive from justice.

Wherefore this informant prays that a warrant may be issued by me, the said judge, for the arrest of the said James Robert Williams, under the provisions of the Extradition Act, 1877, to answer the said charge and to be dealt with according to law.

SAMUEL HENRY STEELE.

The foregoing information was taken upon oath and subscribed by the informant in my presence, at the city of St. Thomas, in the county of Elgin, this 5th day of January, in the year of Our Lord one thousand eight hundred and eighty-five.

D. J. HUGHES, *J.*

To the Hon. the Minister of Justice of the Dominion of Canada.

I hereby certify that the foregoing is a true copy of the information upon which a warrant for the arrest of the said James Robert Williams was issued by me, under the provisions of the Extradition Act, 1877, and the tenth article of the treaty between Her Majesty and the United States of America.

Dated at St. Thomas, in the county of Elgin, this fifth day of January, A.D. 1885.

D. J. HUGHES, *J.*

In the matter of James Robert Williams and "The Extradition Act, 1877."

COUNTY JUDGE'S OFFICE, ST. THOMAS, 6th January, 1885.

SIR,—I have the honor to inform you that another application was yesterday made to me for the issuing, and that I have issued a second warrant for the apprehension of this fugitive criminal under Article X of the treaty between Her Majesty and the United States of America.

I have also the honor of enclosing herewith a certified copy of the information and complaint, as directed by the second sub-section of section 11 of the Act.

I have the honor to be, Sir, your obedient servant,

D. J. HUGHES.

Hon. the Minister of Justice, Ottawa.

"The Extradition Act, 1877," re Williams.

OFFICE OF THE JUDGE OF THE COUNTY COURT OF THE COUNTY OF ELGIN,
ST. THOMAS, ONT., 13th February, 1885.

SIR,—I yesterday issued a warrant of committal in each of the cases to which I referred when I sent you copies of the informations upon which I had issued warrants against this prisoner, and so soon as the depositions and evidence can be copied (which is now in process of being completed) I will duly forward them, certified as the Act requires.

I believe no steps will be taken to have my decision reviewed by *habeas corpus*. The prisoner seems satisfied to go, provided the charges for which he is to be extradited are the only ones for which he is to be tried.

The prisoner has good reason to fear, and the evidence before me leads me to apprehend, that if he be taken back to Nebraska the State authorities will prosecute him upon charges which are not comprehended in the tenth article of the Ashburton Treaty.

Unless the Dominion statute 45th Vic., chap. 20, precludes, I would urge that it be made a condition of the surrender that the State authorities of the State of Nebraska be required to give a pledge that the prisoner shall be tried upon the crimes alleged against him here, and none other.

The Winslow case in England caused a good deal of commotion in the neighboring Republic, and we have no provision in our Extradition Act such as exists in the British Imperial statute, but as the case is one which requires the interposition of our Government in behalf of this prisoner, I therefore think it proper to mention and urge it for consideration.

There has been much time consumed and a good deal of expense caused here by the insufficiency of the papers and proofs forwarded from Nebraska, and by the necessary delays. I have gone to expense in having copies of papers made for transmission to your Department—I have been obliged to make out about sixteen warrants of remand, and the sheriff and constable has been up several times with the prisoner.

I beg to enquire if I am to send a memorandum of the expenses and charges to you.

I have the honor to be, Sir, your obedient servant,
D. J. HUGHES.

Hon. the Minister of Justice, Ottawa.

The Extradition Act, 1877, re Williams—Two cases.

COUNTY JUDGE'S OFFICE, COUNTY OF ELGIN,
ST. THOMAS, 16th February, 1885.

SIR,—I had the honor to transmit to the Department of Justice, by mail, on the 14th instant, a parcel containing copies of the depositions, &c., for the alleged forgery of the name of Willis T. Richardson by this prisoner, and for the felonious uttering of a forged and false promissory note for $1,000.00.

I have now the honor to transmit to you another parcel, containing copies of the depositions for the alleged felony of forging the name of F. H. Angell, and feloniously uttering another forged promissory note for $1,400.00.

I also beg to enclose herewith copies of some of the depositions in the former case, which should have been sent, instead of the originals, in the former parcel.

Exhibit marked in red ink "T b" will show my judgment herein. I did not think it necessary to do more than deliver my finding, because there would be nothing authoritative in my judgment, particularly as most of the points raised had been already settled by judicial decisions, and the evidence of Mr. Westover did not raise any question of fact which it was competent for me to deal with.

The expenses have been, necessarily, heavy, owing to the frequent adjournments and delays. I send herewith a statement of all the fees and disbursements charged, which, compared with what this Province has to pay for the extradition of criminals from the United States, are very slight.

The boarding of the prisoner at the public expense should be recouped to the municipality of the county of Elgin, and has, of course, only been reckoned up to the 5th February, instant. There will be something to add to it, *i.e.*, up to the time of the discharge of the prisoner from the county gaol.

I believe there will be no application for a writ of *habeas corpus*, and as the payment of the expenses are made a condition of the surrender, I conclude that before issuing the order for the extradition the Government will require these expenses to be paid.

I have the honor to be, Sir, your obedient servant,

D. J. HUGHES.

Hon. the Minister of Justice, Ottawa.

(*Telegram.*)

St. Thomas, Ont., 23rd March, 1885.

Sir A. Campbell, Minister of Justice.

Agent from Nebraska here for Williams, committed for extradition. Has order for his surrender issued? Would like him delivered as soon as possible. Answer.

J. W. CROTHERS.

In the matter of James Robert Williams, otherwise called E. E. J. Williams, and "The Extradition Act, 1877."

County Judge's Office, County of Elgin,
St. Thomas, 22nd December, 1884.

Sir,—I have the honor to inform you that an application was yesterday made to me for the issuing, and that I have issued a warrant for the apprehension of a fugitive criminal, of the name hereinbefore set forth, under Article X of the treaty between Her Majesty and the United States of America.

I have also the honor of enclosing herewith a certified copy of the information and complaint, as directed by the 2nd sub-section of section 11 of the Act.

I have the honor to be, Sir, your obedient servant,

D. J. HUGHES, *County Judge.*

Hon. the Minister of Justice, Ottawa.

Canada,
Province of Ontario,
County of Elgin.

The information and complaint of Samuel Henry Steele, of the city of Bloomfield, in Davis county, in the State of Ohio, one of the United States of America, counsellor-at-law, taken upon oath before me, David John Hughes, Esq., judge of the county court of the county of Elgin, acting under the provisions of "The Extradition Act, 1877," who saith that he hath just cause to suspect and believe that James Robert Williams, who, until the eighth day of October last past, for some length of time was, and had been, a resident of David city, in Butler county, in the State of Nebraska, one of the United States of America, counsellor-at-law, and who is now temporarily resident and hath found a refuge in the said Province of Ontario, is accused of the crime of forgery within the jurisdiction of Seward county, in the State of Nebraska aforesaid.

For that the said James Robert Williams did, on or about the third day of September, in the year of Our Lord one thousand eight hundred and eighty-four, at Seward, in Seward county, in the State of Nebraska aforesaid, feloniously forge and utter (knowing the same to be forged) a certain promissory note, purporting to have been made by Westover & Williams, A. F. Coon, F. H. Angell and G. W. Selby, for the payment of fourteen hundred dollars, with interest at the rate of ten

per cent. per annum from the maturity thereof,—thirty days after date, to the order of the First National Bank at Seward, Nebraska, with intent to defraud.

That the said promissory note, in so far as the signature of the said F. H. Angell thereto is concerned, was and is a forgery, and the uttering thereof in respect of the said signature was and is a felonious uttering, with intent to defraud.

That the said James Robert Williams is, as this informant is informed and verily believes, passing in this Province and living under the feigned name of E. E. J. Williams, and a fugitive from justice.

Wherefore this informant prays that a warrant may be issued by me, the said judge, for the arrest of the said James Robert Williams, under the provisions of "The Extradition Act, 1877," to answer to the said charge, and to be dealt with according to law.

SAMUEL HENRY STEELE.

The foregoing information was taken under oath and subscribed by the informant in my presence, at the city of St. Thomas, in the county of Elgin, this 21st day of December, in the year of Our Lord one thousand eight hundred and eighty-four.

D. J. HUGHES, *Judge.*

I, David John Hughes, Esq., judge of the county court of the county of Elgin, do hereby, under the provisions of "the Extradition Act, 1877," certify that the within is a copy of the information and complaint made under oath before me by Samuel Henry Steele against James Robert Williams, for forgery and feloniously uttering a promissory note, knowing it to have been feloniously forged, upon which I issued my warrant for the arrest of the said James Robert Williams, and upon which warrant he is now a prisoner in the common gaol of the county of Elgin, to answer to the said complaint, under the provisions of the said Act.

D. J. HUGHES, *Judge.*

Dated this 22nd December, 1884.

Regina vs. Williams.

St. Thomas, Ont., 16th March, 1885.

My Dear Sir,—I represented the State of Nebraska in the proceedings before Judge Hughes, which resulted in the commitment for extradition of the defendant, J. R. Williams, on four charges, two of forgery and two of having uttered forged paper. Will you kindly let me know if any requisition has been made for his surrender, and if so, upon which of the charges? I desire, also, to be informed, as soon as the order for his surrender issues, and the conditions thereof, if there be any.

Your obedient servant,

T. W. CROTHERS.

Sir A. Campbell, Ottawa.

"T b."

The Extradition Act, 1877, *re Williams—Two cases.*

St. Thomas, 12th February, 1885.

The prisoner stands before me on two applications under the tenth article of the treaty called the Ashburton Treaty, which provides for the extradition of fugitive offenders.

It is alleged that he is accused in the State of Nebraska, and that warrants have issued against him there, upon four charges, all of which are offences comprehended in that article of the treaty, as follows:—

1. The first is that he feloniously forged and counterfeited a promissory note for the payment of $1,400, having the forged signature and name of one F. H. Angell upon it as a joint maker with Westover & Williams, and others, whose signatures are said to be genuine.

2. The second is, that he feloniously uttered and passed off that note, knowing it to have been forged, to the First National Bank at Seward, Nebraska.

3. The third is, that he feloniously forged and counterfeited a promissory note for the payment of $1,000, having the forged signature and name of one Willis T. Richardson upon it as a joint maker with Westover & Williams, and others whose signatures are said to be genuine.

4. The fourth is, that he feloniously uttered and passed off that note, knowing it to have been forged, to the First National Bank of Seward, Nebraska.

5. The depositions and proofs in support of those charges are not only ample, but more than ample, to justify a committal to prison were they made against a subject of Her Majesty in the Dominion of Canada, and they would be sufficient to justify a grand jury in finding a bill for similar offences, were such an accusation made by indictment against an inhabitant of this Dominion.

6. I have attentively listened to every argument which has been so ably advanced by the counsel for the prisoner; he has left no stone unturned, that I am aware of, in the interest of his client, which might properly be advanced in his favor, and I have carefully weighed every argument and examined all proper authorities bearing on the subject, and I can see only one line of duty, which is to commit the prisoner for extradition on all the allegations of extraditable offences which have been advanced against him.

7. I feel myself called upon to add that the evidence of Mr. Westover, so far from making the slightest favorable impression upon my mind, has had a tendency in the opposite direction, for whatever there may be in the form of allegations against this prisoner suggestive of felony or crime, I think that, in moral turpitude, his late partner and witness before me for his defence in these proceedings does not come behind any confessedly perjured witness that I ever heard. I do not feel myself called upon to say all I might on this subject; but it may be as well to have it understood that whatever the people of Nebraska generally may think of Canada and of us as a slow-going people, the people of that State who may hereafter come here to give their evidence before our courts should know that we are not wanting in moral instinct, in the first principles of common sense, common honesty, and the foundation principles of truth and justice.

It is not creditable for them to try to deprave or seek to impugn the integrity of the people of that State, as Mr. Westover has done, when he expected it to be believed that a witness, in giving his evidence, need fear to tell the truth before a grand jury in Nebraska, lest he might be lynched.

8. I find myself required to report the cases as proper for extradition and to commit the prisoner under the "Extradition Act, 1877."

D. J. HUGHES, *J.*

Mr. West to the Governor General.

WASHINGTON, 11th March, 1885.

MY LORD,—In compliance with an application from the United States Secretary of State, I have the honor to inform Your Excellency that one James Robert Williams, charged with the crime of forgery, is a fugitive from the justice of the United States, in the Dominion of Canada, and to request that, pursuant to the stipulations of Article X of the Treaty of 9th August, 1842, between the United States and Great Britain, Your Excellency will, when the required formalities shall have been complied with to your satisfaction, be pleased to issue the necessary warrant for the extradition of the above-named fugitive, and for his delivery into the custody of Robert Ryan, who is duly authorized to receive him, in order that he may be brought back to this country.

I have, &c.,

L. S. SACKVILLE WEST.

The Marquis of Lansdowne, G.C.M.G., &c., &c., &c.

DEPARTMENT OF JUSTICE, OTTAWA, 23rd March, 1885.

The undersigned has the honor to transmit to the Secretary of State a warrant of the Minister of Justice, under "The Extradition Act, 1877," for the surrender of James Robert Williams, accused of the crime of forgery and utterance of forged paper within the jurisdiction of the United States of America, and now held for extradition at the city of St. Thomas, in the Province of Ontario.

The undersigned recommends that the warrant be recorded and transmitted to the Lieutenant-Governor of Ontario, with the request that he will deliver the same without delay to the proper officers.

A. POWER, *for D. M. J.*

The Under Secretary of State.

CANADA.

To the Keeper of the Common Gaol of the County of Elgin, at the City of St. Thomas, in the said County of Elgin in the Province of Ontario, and to Robert Ryan :

Whereas James Robert Williams, late of David city, in Butler county, in the State of Nebraska, one of the United States of America, was charged before His Honor David John Hughes, judge of the county court of the county of Elgin, for that he, the said James Robert Williams, did on or about the twentieth day of August, in the year of Our Lord one thousand eight hundred and eighty-four, at David city, feloniously forge and utter, knowing the same to be forged, a certain promissory note, purporting to have been made by Westover & Williams and Willis T. Richardson, for the payment of one thousand dollars, with interest, sixty days after the date thereof, with intent to defraud, and also for that he did, on or about the third day of September, in the year last aforesaid, at Seward, in Seward county, in the said State of Nebraska, feloniously forge and utter, knowing the same to be forged, a certain promissory note, purporting to have been made by Westover & Williams, A. F. Coon, F. H. Angell, and G. W. Selby, for the payment of fourteen hundred dollars, with interest thirty days after date thereof, with intent to defraud.

And whereas the said James Robert Williams was delivered into the custody of you, the keeper of the said common gaol at St. Thomas aforesaid, by warrant of His Honor the said David John Hughes, judge of the county court of the county of Elgin aforesaid, dated the twelfth day of February, in the year of Our Lord one thousand eight hundred and eighty-five, there to await his surrender to the United States of America.

Now I do hereby, in pursuance of "The Extradition Act, 1877," order you the said keeper to deliver the said James Robert Williams into the custody of the said Robert Ryan, and I command you, the said Robert Ryan, to receive the said James Robert Williams into your custody and to convey him within the jurisdiction of the said United States of America, and there deliver him into the custody of any person or persons appointed by the said United States of America to receive him. For which this shall be your warrant.

Given under my hand and seal this twenty-third day of March, in the year of Our Lord one thousand eight hundred and eighty-five.

A. CAMPBELL, *Minister of Justice.* [L.S.]

DEPARTMENT OF STATE, OTTAWA, 24th March, 1885.

SIR,—I have the honor to transmit to you herewith, in order that the same may be delivered without delay to the proper officer, a warrant of the Minister of Justice, granted under the Extradition Act, 1877, for the surrender of one James Robert Williams, accused of forgery and the utterance of forged paper within the jurisdiction of the United States of America, and now held for extradition at the city of St. Thomas, in the Province of Ontario, in the Dominion of Canada.

I have the honor to be, Sir, your obedient servant,

G. POWELL, *Under Secretary of State.*

His Honor the Lieutenant-Governor of Ontario, Toronto, Ont.

DEPARTMENT OF JUSTICE, OTTAWA, 23rd March, 1885.

The undersigned has the honor to report that James Robert Williams, late of David city, in the State of Nebraska, was on the 10th day of February last, committed by His Honor Judge Hughes, judge of the county court of the county of Elgin, to await his extradition to the United States on four several charges of forgery and uttering forged paper.

In reporting the case the judge expressed his apprehension that the prisoner, if taken back to Nebraska, would be prosecuted on charges not contemplated by the treaty, and urged that it should be made a condition of the surrender that the State authorities of the State of Nebraska should be required to give a pledge that the prisoner shall be tried only upon the charges preferred against him here, and none other. It having been decided in previous cases that no such pledge should be asked, and the prisoner having been duly committed for extradition, and the usual requisition having been made by the United States authorities, the undersigned saw no reason, upon the expiration of the fifteen days fixed by law, to delay the issue of his warrant under "The Extradition Act, 1877," and has accordingly this day issued his warrant for the surrender of Williams to the person named by the United States authorities to receive him. The undersigned, however, thinks that the remarks made by Judge Hughes in reporting the case should be communicated to Her Majesty's Minister at Washington, with a view to such action being taken thereon as may be deemed proper, and therefore recommend that copies of Judge Hughes' letters of the 13th and 24th February last be submitted to His Excellency the Governor General for communication, if His Excellency should see fit, to Her Majesty's Minister at Washington, with a view to their being brought to the attention of the proper authorities of the United States.

A. CAMPBELL, *Minister of Justice.*

DEPARTMENT OF SECRETARY OF STATE, OTTAWA, 26th March, 1885.

MY LORD,—I have the honor to transmit to Your Lordship, herewith, copies of two communications received by the Department of Justice from His Honor D. J. Hughes, judge of the county court of the county of Elgin, in the Province of Ontario, having reference to the case of one James Robert Williams, late of David city, in the State of Nebraska, one of the United States of America, a fugitive from the justice of the said United States, on four several grounds of forgery and uttering forged paper, for whose surrender the Minister of Justice has, under the Extradition Act of 1877, issued his warrant.

In these communications it will be observed that Judge Hughes expresses his apprehension that if the prisoner should be taken back to Nebraska he would be prosecuted on charges not contemplated by the treaty, and urges that it should be made a condition of the surrender that the State authorities of Nebraska should be required to give a pledge that the prisoner shall be tried upon the charges preferred against him in Canada, and none other. It having been decided in previous cases that no such pledge should be asked, and the prisoner having been duly committed for extradition, and the usual requisition having been made by the United States authorities, the Minister of Justice saw no reason, upon the expiration of the fifteen days fixed by law, to delay the issue of his warrant, and it was issued accordingly.

It is thought, however, that the remarks made by Judge Hughes in reporting the case should be communicated to Her Majesty's Minister at Washington, and I am therefore to request that the Governor General may be moved, if His Excellency should see fit, to communicate the copies of the letters now enclosed to Mr. West, in order that the same may be brought to the attention of the United States authorities, for such action as they may deem proper.

I have the honor to be, My Lord, your Lordship's most obedient servant,

G. POWELL, *Under Secretary of State.*

Viscount Melgund, Governor General's Secretary, Ottawa.

RETURN of all Cases of Extradition from the Dominion of Canada to the United States, under Treaty between Great Britain and the United States, between 1st May, 1876, and 27th April, 1885.

Name of Prisoner.	Charges on which Prisoner was		Date of Warrant of Extradition.	Charges on which Prisoner was tried.	Whether any special stipulation beyond those in Treaty was required or conceded by either Country as a condition of surrender.	
	Demanded.	Extradited.				
Maraine Smith	Murder	Murder	Dec. 26, 1876	Information not obtainable.	None.	
Charles P. Jones	Arson	Arson	Jan. 9, 1877		do	
Smith N. Hawes	Forgery	Forgery	Feb. 23, 1877		do	
Thomas Johnson *alias* George H. Harris.	Murder	Murder	March 21, 1877		do	
Ebenezer Brewster	Assault with intent to murder.	Assault with intent to murder.	June 8, 1877		do	
Boswell Cochrane, *alias* Charles Rose; John Smith *alias* Peter McFarlane *alias* Moorland, and George W. Brown *alias* George Watson.	do	do	Oct. 11, 1877		do	
William A. Mieir	Forgery	Forgery	Nov. 10, 1877		do	
John Lynch, *alias* Wm. Watson.	Robbery	Robbery	do 13, 1877		do	
Martin Bergin, *alias* Martin McCarthy.	Murder	Murder	March 11, 1878		do	
William Riley	Robbery	Robbery	Sept. 9, 1878		do	
Edward H. Newberry	Forgery	Forgery	June 22, 1879		do	
Phillip Marconller	Assault with intent to murder.	Assault with intent to murder.	Aug. 20, 1879		do	
Thomas Schooner	do	do	April 24, 1880		do	
S. C. Hovey	Forgery	Forgery	May 14, 1880		do	
Henry Massie or Massey.	Murder	Murder	April 5, 1881		do	
Archibald W. Brown	do	do	do 5, 1881		do	
J. P. Dougherty	Utterance of forged paper.	Utterance of forged paper.	do 14, 1881		do	
Michael Patterson	Assault with intent to murder.	Assault with intent to murder.	do 16, 1881		do	
Robert McHolme	Robbery	Robbery	do 23, 1881		do	
Joel M. Vanarsdalen	Forgery and utterance of forged paper.	Forgery and utterance of forged paper.	May 19, 1881		do	*See* A.
Gilbert Vanderpool and E. E. Jones.	do	do	June 8, 1881			
James W. Miller *alias* James Ryan.	Shooting with intent to murder.	Shooting with intent to murder.	May 9, 1882		do	*See* B.
Jeremiah Frost	Assault with intent to murder.	Assault with intent to murder.	do 16, 1882		do	
Frank Schermerhorn	Forgery and utterance of forged papers.	Forgery and utterance of forged papers.	Sept. 14, 1882		do	
Goff Paul	Arson	Arson	Oct. 3, 1882		do	
William A. Hall	Forgery and utterance of forged paper.	Forgery and utterance of forged paper.	Jan. 25, 1883		do	
Hy. Wise *alias* Hanson, and Charles Dixon.	Robbery	Robbery	March 13, 1883		do	
Ellis P. Phipps	Forgery and utterance of forged papers.	Forgery and utterance of forged papers.	April 9, 1883		do	
Charles Mitchell	Murder	Murder	June 29, 1883		do	
Wm. Campbell Phelan	Utterance of forged paper.	Utterance of forged paper.	July 20, 1883		do	

RETURN of all Cases of Extradition from the Dominion of Canada to the United States, &c.—*Concluded.*

Name of Prisoner.	Charges on which Prisoner was		Date of Warrant of Extradition.	Charges on which Prisoner was tried.	Whether any special stipulation beyond those in Treaty was required or conceded by either Country as a condition of surrender.	
	Demanded.	Extradited.				
Rogers Amero	Murder	Murder	do 28, 1883		* do	
Levi D. Jarrard	Forgery and uttering of forged paper.	Forgery and uttering of forged paper.	March 7, 1884		do	
Harry L. Lee	do ...	do ...	April 30, 1884		do	
George A. Stanbro	Forgery	Forgery	Nov. 22, 1884		do	
Oscar F. Beckwith	Murder	Murder	March 21, 1885		do	
James Robert Williams	Forgery	Forgery	do 23, 1885		do	*See* C.

* The correspondence in this case formed the subject of a Return brought down during the Session of 1884.

RETURN of all cases of Extradition of Prisoners from the United States to the Dominion of Canada, under Treaty between Great Britain and the United States, between 1st May, 1876, and 27th April, 1885.

Name of Prisoner.	Charges on which Prisoner was		Date of Writ of *Recipias.*	Charges on which Prisoner was tried.	Whether any special stipulation beyond those in Treaty was required or conceded by either Country as a condition of surrender.
	Demanded.	Extradited.			
Walter Moore and Frederick Moore.	Murder	Murder	June 9, 1876	Information not obtainable.	None.
F. Mecker, *alias* Frank Meagher, *alias* Frank Hart, *alias* Lewis Armstrong.	do	do	May 22, 1877		do
John Freebury (or Freeburn).	Arson	Arson	Feb. 27, 1878		do
John Keys	Forgery, and uttering forged papers.	Forgery, and uttering forged papers.	August 3, 1878		do
Wm. Humphrey Boyle	Uttering forged paper.	Uttering forged paper.	do 15, 1878		do
John Checkley	Uttering forged notes.	Uttering forged notes.	do 15, 1878		do
James Bowen	Murder	Murder	Dec 19, 1878		do
John W. Wilson, *alias* Frank Wilson	Assault with intent to murder.	Assault with intent to murder	Sept 21, 1880		do
James Smith	Forgery	Forgery	Dec. 28, 1880		do
William Heney	Murder	Murder	do 28, 1880		do
Oliver Lane	Forgery	Forgery	Feb. 26, 1881		do
James Fehely and Wm. Fehely.	Murder	Murder	June 10, 1881		do
Henry McCormick	do	do	July 26, 1881		do
Thomas Rogers and Jas. Monaghan.	do	do	Feb. 27, 1882		do
Hugh Waddell	Arson	Arson	Jan. 13, 1884		do
George W. Williams	Robbery	Robbery	Feb. 22, 1884		do
Luke Phipps	Murder	Murder	March 15, 1884		do
Hy. Russell Greenwood	do	do	do 15, 1884		do
James Cunningham	Uttering forged paper.	Uttering forged paper.	do 29, 1884		do
James Henderson and Alfred Henderson.	Assault with intent to murder.	Assault with intent to murder.	Jan. 28, 1885		do

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To an ADDRESS (Senate) presented to His Excellency the Governor General, dated the 17th day of March last; Praying His Excellency to cause to be laid before this House copies of the Reports of the various Surveys made by Engineers under the direction of the Government, for a Line of Railway connecting Montreal with the Harbors of St. John and Halifax by the shortest and best practicable route (including the Reports of Messrs. A. L. Light and Vernon Smith on the lines surveyed by them, respectively, running up the Valley of the Etchemin River and from Canterbury, New Brunswick, to the northern end of Chesuncook Lake, in the State of Maine); together with a Statement showing the height of the summit level, the maximum grade per mile, the number of miles with a grade exceeding forty-two feet, the average grade per mile, and the number and position of the curves with a less radius than nineteen hundred and ten feet, upon each of such surveyed lines, as well as upon any existing Railway proposed to be used in connection with any such surveyed lines; and also a detailed Statement of the distances from Montreal to St. John and Halifax by each of such surveyed lines and the existing Railways proposed to be used in connection therewith.

DEPARTMENT OF RAILWAYS AND CANALS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 4th April, 1885.

SIR,—Having received an intimation that the Right Honorable the Premier desires that I should at once report upon the surveys made during last summer, for a line of railway to connect Montreal with the seaports of St. Andrews, St. John and Halifax, by the shortest and most practicable route, I may state, in the first place, that the plans and profiles are not yet complete, and some of the engineers have not yet prepared their reports, but enough has been done to enable me to give the necessary information respecting each of the lines to enable a selection to be made. Two main routes have claimed attention, the southern route, by way of Lennoxville, and the northern route, by way of Quebec; and upon each of these routes there are a number of alternative lines to be considered.

Mr. R. A. Davy was in charge of section A, between Chambly and Lennoxville. He has completed the plans and profiles, and prepared his report, which is submitted herewith. He has found a favorable line.

Messrs. A. Duffy and Vernon Smith were in charge of section B, between the east end of the Intercolonial Railway and Harvey, *vid* north of Moose Head Lake. They have completed their plans and profiles, and I submit their reports herewith. They have found a very favorable line.

Mr. P. Spoffard had charge of section C of the survey, from the east end of the International Railway to Mattawamkeag, crossing Moose Head Lake. This is the

line through the State of Maine, for which a charter exists. He also has completed his plans and profiles, and reports a good line. I submit his report, and also that of his assistant, Mr. Moses Burpee.

Messrs. A. L. Light and Y. B. Fellowes had charge of section D, from St. Charles Station, on the Intercolonial Railway, to Hartland, on the New Brunswick Railway. Mr. Light's plans and profiles are completed, and he has reported on the eastern subdivision of the section. It appears from his report that the line surveyed by him is impracticable; but from explorations made by him and his staff, he thinks that a favorable line may be found in this direction, by keeping some miles either to the north or south of his survey; but he had not sufficient information to form the basis of a plan and profile. His report is submitted herewith. Mr. Fellowes is busy completing his plans and profiles which, it is believed, will be completed about the end of this month, when he will prepare his report. He states, meantime, that a good and practicable route is to be had on the eastern subdivision of the section.

Mr. Crawford was in charge of section E, from St. Roch to Edmunston. His plans and profiles are not yet completed, neither has he reported; but he states that a good line is to be had in his survey. He hopes to have his plans and profiles complete and his report ready by the end of this month.

Mr. Crawford also had charge of section F, from Rivière du Loup to Edmunston. He is busy with the plans and profiles, and hopes to have them ready early in May, together with his report. He states that a practicable line may be obtained, though the grades will be heavy.

Mr. Wickstead had charge of section G, from Chaudière Junction to the Allagash, *viâ* the County of Dorchester and the valley of the Etchemar. He has prepared a small scale plan showing the line he proposes, and reports favorably upon it. His report is also submitted.

There are in all, 30 lines to be considered, 9 of these are by the Southern route of which 3 are to St. Andrews, 3 to St John, and 3 to Halifax. 21 are upon the Northern route, 7 of which are to St. Andrews, 7 to St. John and 7 to Halifax. They are as follows:

SOUTHERN ROUTE.

1. Montreal to St. Andrews, *viâ* Lennoxville, Moose Head Lake and Mattawamkeag.
2. Montreal to St. John, *viâ* Lennoxville, Moose Head Lake, Mattawamkeag, and St. Andrews.
3. Montreal to Halifax, *viâ* Lennoxville, Moose Head Lake, Mattawamkeag, St. Andrews and St. John.
4. Montreal to St. Andrews, *viâ* Lennoxville, Moose Head Lake, Mattawamkeag and McAdam Junction.
5. Montreal to St. John, *viâ* Lennoxville, Moose Head Lake, Mattawamkeag and Harvey.
6. Montreal to Halifax, *viâ* Lennoxville, Moose Head Lake, Mattawamkeag, Harvey, Fredericton and Salisbury.
7. Montreal to St. Andrews, *viâ* Lennoxville, north of Moose Head Lake, Canterbury and McAdam Junction.
8. Montreal to St. John, *viâ* Lennoxville, north of Moose Head Lake, Canterbury and Harvey.
9. Montreal to Halifax, *viâ* Lennoxville, north of Moose Head Lake, Canterbury, Lake George, Fredericton and Salisbury.

NORTHERN ROUTE.

10. Montreal to St. Andrews, *viâ* Quebec, St. Charles, Hartland and Canterbury.
11. Montreal to St. Andrews, *viâ* Chaudière Junction, St. Charles, Hartland and Canterbury.
12. Montreal to St. Andrews, *viâ* Chaudière Junction, Dorchester County, Hartland and Canterbury.

13. Montreal to St. John, *viâ* Quebec, St. Charles, Hartland and Fredericton.
14. Montreal to St. John *viâ* Chaudière Junction, St. Charles, Hartland and Fredericton.
15. Montreal to St. John *viâ* Chaudière Junction, Dorchester County, Hartland and Fredericton.
16. Montreal to Halifax, *viâ* Quebec, St. Charles, Hartland, Fredericton and Salisbury.
17. Montreal to Halifax, *viâ* Chaudière Junction, St. Charles, Hartland, Fredericton and Salisbury.
18. Montreal to Halifax *viâ* Chaudière Junction, Dorchester County, Hartland, Fredericton and Salisbury.
19. Montreal to St. Andrews *viâ* Quebec, St. Roch, Edmunston and Canterbury.
20. Montreal to St. Andrews *viâ* Chaudière Junction, St. Roch, Edmunston, Hartland and Canterbury.
21. Montreal to St. John *viâ* Quebec, St. Roch, Edmunston, Hartland and Fredericton.
22. Montreal to St. John *viâ* Chaudière Junction, St. Roch, Edmunston and Fredericton.
23. Montreal to Halifax *viâ* Quebec, St. Roch, Edmunston, Fredericton and Salisbury.
24. Montreal to Halifax *viâ* Chaudière Junction, St. Roch, Edmunston, Fredericton and Salisbury.
25. Montreal to St. Andrews *viâ* Quebec, Rivière du Loup, Edmunston, Hartland and Canterbury.
26. Montreal to St. Andrews *viâ* Chaudière Junction, Rivière du Loup, Edmunston, Hartland and Canterbury.
27. Montreal to St. John *viâ* Quebec, Rivière du Loup, Edmunston and Fredericton.
28. Montreal to St. John *viâ* Chaudière Junction, Rivière du Loup, Edmunston and Fredericton.
29. Montreal to Halifax *viâ* Quebec, Rivière du Loup, Edmunston, Fredericton and Salisbury.
30. Montreal to Halifax *viâ* Chaudière Junction, Rivière du Loup, Edmunston, Fredericton and Salisbury.

If it is desired to ascertain the distance from Montreal to Halifax by way of St. John—

Add 0 miles to the distance to Halifax *viâ* Mattawamkeag and St. Andrews.
Add 29 miles to the distance to Halifax *viâ* Mattawamkeag and Harvey.
Add 28 miles to the distance to Halifax *viâ* Canterbury and Lake George.
Add 50 miles to the distance to Halifax *viâ* Quebec or Chaudière Junction.

These lines compare as follows as regards distance :—

Montreal to St. Andrews.

		Miles.	Total.
Line No. 1	—Built	127	
	To build	274	
			401
do 4	—Built	214	
	To build	216	
			430
do 7	—Built	172	
	To build	271	
			443
do 12	—Built	272	
	To build	210	
			482

Line No.	11—Built		285	
		To build	197	
				482
do	10—Built		294	
		To build	197	
				491
do	20—Built		432	
		To build	105	
				537
do	19—Built		438	
		To build	105	
				543
do	26—Built		489	
		To build	83	
				572
do	25—Built		495	
		To build	83	
				578
		Montreal to St. John.		
do	2—Built		177	
do		To build	274	
				451
do	5—Built		256	
		To build	216	
				472
do	8—Built		175	
		To build	297	
				472
do	15—Built		298	
		To build	210	
				508
do	14—Built		311	
		To build	197	
				508
do	13—Built		320	
		To build	197	
				517
do	22—Built		458	
		To build	105	
				563
do	21—Built		464	
		To build	105	
				569
do	28—Built		515	
		To build	83	
				598
do	27—Built		521	
		To build	83	
				604
		Montreal to Halifax.		
do	6—Built		391	
		To build	329	
				720
do	9—Built		310	
		To build	411	
				721

Line No.	3—Built	454		
	To build	274		
				728
do	18—Built	430		
	To build	305		
				735
do	17—Built	443		
	To build	292		
				735
do	16—Built	452		
	To build	292		
				744
do	24—Built	590		
	To build	200		
				790
do	23—Built	596		
	To build	200		
				796
do	30—Built	647		
	To build	178		
				825
do	29—Built	653		
	To build	178		
				831

TABLE OF COMPARATIVE DISTANCES BY EACH LINE.

Southern Route viâ Mattawamkeag and St. Andrews.

1.	To St. Andrews	401	miles.
2.	St. John	451	do
3.	Halifax	728	do

Southern Route viâ Mattawamkeag and McAdam.

4.	To St. Andrews	430	miles.
5.	St. John	472	do
6.	Halifax (by way of Fredericton)	720	do

Southern Route viâ Canterbury.

7.	To St. Andrews	444	miles.
8.	St. John	472	do
9.	Halifax (by way of Fredericton)	721	do
	Halifax (by way of St. John)	748	do

Northern Route viâ Chaudière and St. Charles.

11.	To St. Andrews	482	miles.
14.	St. John	508	do
17.	Halifax	735	do

Northern Route viâ Quebec and St. Charles.

10.	To St. Andrews	491	miles.
13.	St. John	517	do
16.	Halifax	744	do

Northern Route viâ Chaudière and Dorchester Co.

12.	To St. Andrews	482	miles.
15.	St. John	508	do
18.	Halifax	735	do

Northern Route viâ Chaudière and St. Roch.

20.	To St. Andrews	537 miles.
22.	St. John	563 do
24.	Halifax	790 do

Northern Route viâ Quebec and St. Roch.

19.	To St. Andrews	543 miles.
21.	St. John	569 do
23.	Halifax	796 do

Northern Route viâ Chaudière and Rivière du Loup.

26.	To St. Andrews	572 miles.
28.	St. John	598 do
30.	Halifax	825 do

Northern Route viâ Quebec and Rivière du Loup.

25.	To St. Andrews	578 miles.
27.	St. John	604 do
29.	Halifax	831 do

It thus appears that the line *viâ* Moose Head Lake and Mattawamkeag is the shortest, both to St. Andrews and St. John. (Nos. 1 and 2.)

The line to Halifax, *viâ* Moose Head Lake, Mattawamkeag, Harvey, Fredericton and Salisbury takes the first place (No. 6), being 1 mile shorter than *viâ* North of Moose Head Lake, Canterbury, Fredericton and Salisbury, and 8 miles shorter than that *viâ* Moose Head Lake, Mattawamkeag, St. Andrews and St. John (No. 3). It is also 15 miles shorter than any other line.

The grades and curvature upon the sections of road surveyed last summer are not the only matters to be considered in selecting a line to the seaboard, as each one of the thirty alternative lines under consideration are in part railways or sections in operation.

Of the several sections surveyed, the grades and curves may be taken as follows:—

SOUTHERN ROUTE.

Section A.—Maximum grade, 53 feet per mile.
Minimum radius of curve, 955 feet.

Section B.—Maximum grade, 53 feet per mile.
Minimum radius of curve, 955 feet.

Section C.—Maximum grade, 58 feet per mile.
The Engineer reports that on location he hoped to improve upon it.
Minimum radius of curve, 955 feet.

NORTHERN ROUTE.

Section D.—Western end of line surveyed impracticable, but the Engineer reports that he thinks a line may be obtained with a maximum grade of 66 feet per mile, and a minimum radius of curve of 955 feet.

Section E.—Maximum grade, 53 feet per mile.
Minimum radius of curve, 955 feet.

Section F.—Maximum grade, 80 feet per mile.
Minimum radius of curve, 955 feet.

Section G.—Maximum grade, 53 feet per mile.
Minimum radius of curve, 955 feet.

It thus appears that in the sections surveyed last summer, with the exception of Sections D and F, there is very little difference as to the maximum grades and minimum radius of curvature. But the following railways, which are in operation, form an element in the question of a route to the seaboard:

International Railway.—Lennoxville to Moose River.

Maximum grade, 74 feet per mile.
Minimum radius of curve, 1,146 feet.

Grand Southern Railway.—St. Andrews to St. John.

Maximum grade, 80 feet per mile.
Minimum radius of curve 716 feet.

St. John and Maine Railway (now New Brunswick Railway), Vanceboro to St. John.

Maximum grade, 55 feet per mile.
Minimum radius of curve, feet.

New Brunswick and Canada Railway (now New Brunswick Railway), Woodstock to St. Andrews.

Maximum grade, 80 feet per mile.
Minimum radius of curve, 1,910 feet.

New Brunswick Railway.—Edmunston to Fredericton.

Maximum grade, 85 feet per mile.
Minimum radius of curve, 573 feet.

Grand Trunk Railway.—Montreal to Chaudière Junction.

Maximum grade, 53 feet per mile.
Minimum radius of curve, 1,433 feet.

North Shore Railway.—Montreal to Quebec.

Maximum grade, 82 feet per mile.
Minimum radius of curve, 1,433 feet.

Intercolonial Railway.-Levis (Quebec) to Rivière du Loup.

Maximum grade, 65 feet per mile.
Minimum radius of curve, 955 feet.

Intercolonial Railway.—Chaudière to Rivière du Loup.

Maximum grade, 45 feet per mile.
Minimum radius of curve, 1,433 feet.

Intercolonial Railway.—Salisbury to Halifax.

Maximum grade, 65 feet per mile.
Minimum radius of curve, 574 feet.

Montreal, Portland and Boston Railway.—Montreal to Chambly.

Maximum grade, 52 feet per mile.
Minimum radius of curve, 1,433 feet.

Fredericton Branch Railway.—Fredericton to Fredericton Junction.

Maximum grade, 60 feet per mile.
Minimum radius of curve, feet.

European and North American Railway.—Mattawamkeag to McAdam.

Maximum grade, feet per mile.
Minimum radius of curve, feet.

The following table shows which of these railways enter into consideration in making up the through line; and it also shows the maximum grade in feet per mile, and the maximum degree of curve, upon each section of the through line.

TABLE showing the Combination of Railways of which each Line is composed.

No.	—	Built.	To Build.	Total.	Maximum.	
					Grade.	Curve.
1	Montreal to St. Andrews—	miles.	miles.	miles.	ft. per m.	°
	Montreal, Portland and Boston Railway	20		20	52	4
	Section A of survey		80	80	53	6
	International Railway	89		89	74	3
	Section C of survey		136	136	58	6
	Not surveyed		58	58		
	New Brunswick and Canada Railway	18		18		
	Total	127	274	401		
2	Montreal to St. John—					
	Montreal, Portland and Boston Railway	20		20	52	4
	Section A of survey		80	80	53	6
	International Railway	89		89	74	5
	Section C of survey		136	136	58	6
	Not surveyed		58	58		
	Grand Southern Railway	68		68	80	8
	Total	177	274	451		
3	Montreal to Halifax—					
	Montreal, Portland and Boston Railway	20		20	52	4
	Section A of survey		80	80	53	6
	International Railway	89		89	74	5
	Section C of survey		136	136	58	6
	Not surveyed		58	58		
	Grand Southern Railway	68		68	80	8
	Intercolonial Railway	277		277	65	10
	Total	454	274	728		
4	Montreal to St. Andrews—					
	Montreal, Portland and Boston Railway	20		20	52	4
	Section A of survey		80	80	53	6
	International Railway	89		89	74	5
	Section C of survey		136	136	58	6
	European and N. A. Railway	62		62		
	New Brunswick and Canada Railway	43		43		
	Total	214	216	430		
5	Montreal to St. Andrews—					
	Montreal, Portland and Boston Railway	20		20	52	4
	Section A of survey		80	80	53	6
	International Railway	89		89	74	5
	Section C of survey		136	136	58	6
	European and N. A. Railway	62		62		
	St. John and Maine Railway	85		85	55	5
	Total	256	216	472		
6	Montreal to Halifax—					
	Montreal, Portland and Boston Railway	20		20	52	4
	Section A of survey		80	80	53	6
	International Railway	89		89	74	5
	Section C of survey		136	136	58	6
	European and N. A. Railway	62		62		
	St. John and Maine Railway	19		19		
	Not surveyed		113	113		
	Intercolonial Railway	201		201	65	10
	Total	391	329	720		

TABLE showing the Combination of Railways, &c.—*Continued.*

No.	—	Built.	To Build.	Total.	Maximum.	
					Grade.	Curve.
7	Montreal to St. Andrews—	miles.	miles.	miles.	ft. per m.	°
	Montreal, Portland and Boston Railway	20		20	52	4
	Section A of survey		80	80	53	6
	International Railway	89		89	74	5
	Section B of survey		191	191	53	6
	New Brunswick and Canada Railway	64		64		
	Total	172	271	444		
8	Montreal to St. John—					
	Montreal, Portland and Boston Railway	20		20	52	4
	Section A of survey		80	80	53	6
	International Railway	89		89	74	5
	Section B of survey		217	217	53	6
	St. John and Maine Railway	66		66	55	5
	Total	175	297	472		
9	Montreal to Halifax—					
	Montreal, Portland and Boston Railway	20		20	52	4
	Section A of survey		80	80	53	6
	International Railway	89		89	74	5
	Section B of survey		212	212	53	6
	Not surveyed		119	119		
	Intercolonial Railway	201		201	65	10
	Total	310	411	721		
10	Montreal to St. Andrews—					
	North Shore Railway	172		172	82	4
	Intercolonial Railway	15		15	65	6
	Section D of survey		197	197	66	6
	New Brunswick and Canada Railway	107		107	80	3
	Total	294	197	491		
11	Montreal to St. Andrews—					
	Grand Trunk Railway	165		165	53	4
	Intercolonial Railway	13		13	25	6
	Section D of survey		197	197	66	6
	New Brunswick and Canada Railway	107		107	80	3
	Total	285	197	482		
12	Montreal to St. Andrews—					
	Grand Trunk Railway	165		165	53	4
	Sections G, D of survey		210	210	66	6
	New Brunswick and Canada Railway	107		107	80	3
	Total	272	210	482		
13	Montreal to St. John—					
	North Shore Railway	172		172	82	4
	Intercolonial Railway	15		15	65	6
	Section D of survey		197	197	66	6
	New Brunswick Railway	64		64	85	10
	Fredericton Branch Railway	23		23	60	
	St. John and Maine Railway	46		46	55	
	Total	320	197	517		
14	Montreal to St. John—					
	Grand Trunk Railway	165		165	53	4
	Intercolonial Railway	13		13	25	6
	Section D of survey		197	197	66	6
	New Brunswick Railway	64		64	85	10
	Fredericton Branch Railway	23		23	60	
	St. John and Maine Railway	46		46	55	
	Total	311	197	508		

TABLE showing the Combination of Railways, &c.—*Continued.*

No.	—	Built.	To Build.	Total.	Maximum.	
					Grade.	Curve.
		miles.	miles.	miles.	ft. per m.	°
15	Montreal to St. John—					
	Grand Trunk Railway	165		165	53	4
	Sections G, D of survey		210	210	66	6
	New Brunswick Railway	64		64	85	10
	Fredericton Branch Railway	23		23	60	
	St. John and Maine Railway	46		46	55	
	Total	298	210	508		
16	Montreal to Halifax—					
	North Shore Railway	172		172	82	4
	Intercolonial Railway	15		15	65	6
	Section D of survey		197	197	66	6
	New Brunswick Railway	64		64	85	10
	Not surveyed		95	95		
	Intercolonial Railway	201		201	65	10
	Total	452	292	744		
17	Montreal to Halifax—					
	Grand Trunk Railway	165		165	53	4
	Intercolonial Railway	13		13	25	6
	Section D of survey		197	197	66	6
	New Brunswick Railway	64		64	85	10
	Not surveyed		95	95		
	Intercolonial Railway	201		201	65	10
	Total	443	292	735		
18	Montreal to Halifax—					
	Grand Trunk Railway	165		165	53	4
	Section C, D of survey		210	210	66	6
	New Brunswick Railway	64		64	85	10
	Not surveyed		95	95		
	Intercolonial Railway	201		201	65	10
	Total	430	305	735		
19	Montreal to St. Andrews—					
	North Shore Railway	172		172	82	4
	Intercolonial Railway	59		59	65	6
	Section E of survey		105	105	53	6
	New Brunswick Railway	113		113	85	10
	New Brunswick and Canada Railway	94		94	80	3
	Total	438	105	543		
20	Montreal to St. Andrews—					
	Grand Trunk Railway	165		165	53	4
	Intercolonial Railway	60		60	48	6
	Section E of survey		105	105	53	6
	New Brunswick Railway	113		113	85	10
	New Brunswick and Canada Railway	94		94	80	3
	Total	432	105	537		
21	Montreal to St. John—					
	North Shore Railway	172		172	82	4
	Intercolonial Railway	59		59	65	6
	Section E of survey		105	105	53	6
	New Brunswick Railway	164		164	85	10
	Fredericton Branch Railway	23		23	60	
	St. John and Maine Railway	46		46	55	
	Total	464	105	569		

TABLE showing the Combination of Railways, &c.—*Concluded.*

No.	—	Built.	To Build.	Total.	Maximum.	
					Grade.	Curve.
22	Montreal to St. John—	miles.	miles.	miles.	ft. per m.	°
	Grand Trunk Railway	165		165	53	4
	Intercolonial Railway	60		60	48	6
	Section E of survey		105	105	53	6
	New Brunswick Railway	164		164	85	10
	Fredericton Branch Railway	23		23	60	
	St. John and Maine Railway	46		46	55	
	Total	458	105	563		
23	Montreal to Halifax—					
	North Shore Railway	172		172	82	4
	Intercolonial Railway	59		59	65	6
	Section E of survey		105	105	53	6
	New Brunswick Railway	164		164	85	10
	Not surveyed		95	95		
	Intercolonial Railway	201		201	65	10
	Total	596	200	796		
24	Montreal to Halifax—					
	Grank Trunk Railway	165		165	82	4
	Intercolonial Railway	60		60	48	6
	Section E of survey		105	105	53	6
	New Brunswick Railway	164		164	85	10
	Not surveyed		95	95		
	Intercolonial Railway	201		201	65	10
	Total	590	200	790		
25	Montreal to St. Andrews—					
	North Shore Railway	172		172	82	4
	Intercolonial Railway	116		116	65	6
	Section F of survey		83	83	80	6
	New Brunswick Railway	113		113	85	10
	New Brunswick and Canada Railway	94		94	80	3
	Total	495	83	578		
26	Montreal to St. Andrews—					
	Grand Trunk Railway	165		165	53	4
	Intercolonial Railway	117		117	48	6
	Section F of survey		83	83	80	6
	New Brunswick Railway	113		113	85	10
	New Brunswick and Canada Railway	94		94	80	3
	Total	489	83	572		
27	Montreal to St. John—					
	North Shore Railway	172		172	82	4
	Intercolonial Railway	116		116	65	6
	Section F of survey		83	83	80	6
	New Brunswick Railway	164		164	85	10
	Fredericton Branch Railway	23		23	60	
	St. John and Maine Railway	46		46	55	
	Total	521	83	604		
28	Montreal to St. John—					
	Grand Trunk Railway	165		165	53	4
	Intercolonial Railway	117		117	48	6
	Section F of survey		83	83	80	6
	New Brunswick Railway	164		164	85	10
	Fredericton Branch Railway	23		23	60	
	St. John and Maine Railway	46		46	55	
	Total	515	83	598		

TABLE showing the Combination of Railways, &c.—*Continued.*

No.	—	Built.	To Build.	Total.	Maximum.	
					Grade.	Curve.
		miles.	miles.	miles.	ft. per m.	°
29	Montreal to Halifax—					
	North Shore Railway	172		172	82	4
	Intercolonial Railway	116		116	65	6
	Section F of survey		83	83	80	6
	New Brunswick Railway	164		164	85	10
	Not surveyed		95	95		
	Intercolonial Railway	201		201	65	10
	Total	653	178	831		
30	Montreal to Halifax—					
	Grand Trunk Railway	165		165	53	4
	Intercolonial Railway	117		117	48	6
	Section F of survey		83	83	80	6
	New Brunswick Railway	164		164	85	10
	Not surveyed		95	95		
	Intercolonial Railway	201		201	65	10
	Total	647	178	825		

I have given tables showing the length of road constructed and to be constructed on each line, and the total length of each line in miles. I have also given a table which shows the various roads or sections of roads of which each line is composed, and as far as I have been able to do so, the maximum grades and degree of curves upon each of these sections of road. I now propose to give a condensed table with the names of the port which form the eastern terminus, the distance from Montreal, the maximum grade in feet per mile, and the maximum curve in degrees, thus the merits or demerits of each line can be seen at a glance.

TABLE showing the Maximum Grades and Curves, and the Length of each of the Lines.

SOUTHERN ROUTE *viâ* MATTAWAMKEAG AND ST. ANDREWS.

No.	—	Miles.	Feet per Mile.	Curve.
				°
1	To St. Andrews	401	74	6
2	St. John	451	80	8
3	Halifax	728	80	10

SOUTHERN ROUTE *viâ* MATTAWAMKEAG AND McADAM.

4	To St. Andrews	430	74	6
5	St John	472	74	6
6	Halifax	720	74	10

SOUTHERN ROUTE *viâ* CANTERBURY.

7	To St. Andrews	444	74	6
8	St. John	472	74	6
9	Halifax	721	74	10

NORTHERN ROUTE *viâ* CHAUDIÈRE JUNCTION AND ST. CHARLES.

11	To St. Andrews	482	80	6
14	St. John	508	85	10
17	Halifax	735	85	10

TABLE showing the Maximum Grades and Curves, &c.—*Concluded.*

NORTHERN ROUTE *viâ* CHAUDIÈRE AND DORCHESTER CO.

No.	——	Miles.	Feet per Mile.	Curve.
				°
12	To St. Andrews	482	80	6
15	St. John	508	85	10
18	Halifax	735	85	10

NORTHERN ROUTE *viâ* QUEBEC AND ST. CHARLES.

10	To St. Andrews	491	80	6
13	St. John	517	85	10
16	Halifax	744	85	10

NORTHERN ROUTE *viâ* CHAUDIÈRE AND ST. ROCH.

20	To St Andrews	537	85	10
22	St. John	563	85	10
24	Halifax	790	85	10

NORTHERN ROUTE *viâ* QUEBEC AND ST. ROCH.

19	To St. Andrews	543	85	10
21	St. John	569	85	10
23	Halifax	796	85	10

NORTHERN ROUTE *viâ* CHAUDIÈRE AND RIVIÈRE DU LOUP.

26	To St. Andrews	572	85	10
28	St. John	598	85	10
30	Halifax	825	85	10

NORTHERN ROUTE *viâ* QUEBEC AND RIVIÈRE DU LOUP.

25	To St. Andrews	578	85	10
27	St. John	604	85	10
29	Halifax	831	85	10

The character of the country traversed by the several surveys may be described briefly as follows:—

SOUTHERN ROUTE.

Section A, Chambly to Lennoxville.—On the northern portion of this survey the line passes through fine agricultural lands. The eastern portion is more stony and rocky, and heavily wooded, but is said to contain valuable mineral deposits.

Section B, Moose River to Harvey.—The country on this section is reported to be covered with dense forest, with only a few clearings or farms in the entire distance, and one or two thriving villages, the headquarters of lumbering operations. I gather from the information received that the country is not, upon the whole,

favorable to farming operations, being chiefly characterized by metamorphic rocks with overlying and alternating deposits of gravel, sand and clay. Fine groves of timber were, however, observed at some distance from the line, where lumbering is done to a considerable extent. Important mineral deposits are said to exist, and this is exceedingly probable from the geology of the district.

Section C, Moose River to Mattawamkeag.—The country on this section is stated to be poor and rocky, though containing minerals in great quantities. Extensive iron works are in operation at Moose Head Lake, and are connected by rail with Bangor. This railway is to be connected with that under charter on Section C of this survey in order to form a direct line between Montreal and Bangor. Lumbering operations are extensively carried on in this district also. With respect to the mineral deposits, however, it should be observed that, although they probably exist extensively, their discovery is rendered very difficult by the dense covering of forest.

Section D, St. Charles to Hartland.—For some distance eastward from St. Charles the line is reported to pass through a good agricultural country, and fine groves of timber are said to exist across the international boundary, and to continue more or less throughout the section, the greater part of which is however unsuitable for agricultural purposes.

Section E, St. Roch to Edmunston.—The country in this section is reported as being rough and rocky, and quite unfit for tillage.

Section F, Rivière du Loup to Edmunston.—The country in this section very much resembles that on section E, though in the neighborhood of Riviere du Loup and at intervals along the line there are spaces capable of being turned to account for agricultural purposes.

Section G, Chaudière Junction to the Allegash.—This line is said to pass for some distance through a fine agricultural country, with good timber here and there towards the eastern portion. Only in a small proportion of the section on the whole is available for agriculture.

I have attached hereto a diagram showing all the lines under consideration.

I have the honor to be your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engr. and Gen. Man. Govt. Rys.

A. P. Bradley, Esq., Secretary of Railways and Canals, Ottawa.

Department of Railways and Canals, Ottawa.

Sir,—As required by your letter of the 16th June last, instructing me to make an instrumental survey for a line of railway between Montreal and Sherbrooke, I now beg to submit the following report:

Sherbrooke lies south 85° east of the city of Montreal, and is by an air line distant therefrom about 80 miles. By the Grand Trunk Railway—the shortest existing line—the distance is 101 miles. By the present survey the distance will be reduced to 97½ miles.

The proposed line crosses diagonally the southern water shed of the St. Lawrence and meets successively the following tributary rivers: Little Montreal, Richelieu, Yamaska, Black, Brompton and Magog, and finally drops into the valley of the St. Francis.

Considering the level character of the country south of the St. Lawrence opposite Montreal and extending a number of miles toward the east, it was not deemed necessary to make an instrumental survey further west than Chambly, a point near to the air line, and 20 miles distant by railway from Montreal. The country is very flat and a line with almost level grades can readily be obtained.

The rivers to be crossed between, say the neighborhood of St. Lambert and Chambly will be the Little Montreal, a stream of no great importance, requiring an opening of not more than 60 feet, and the Richelieu at Chambly. This river is about 800 feet wide with a loose rock and boulder bottom, probably of no great depth to the

solid rock. The banks are shale overlaid with earth, about 30 feet high on either side, sloping down to the water's edge at the rate of about 1 to 1. It has a strong rapid current for a considerable distance above and below the proposed crossing, and its depth varies from 2 feet in summer to 8 feet in the spring. The South Eastern Railway bridge at this place consists of 7 spans of about 100 feet each.

This survey commenced on the eastern bank of the Richelieu River, opposite to Chambly, distant about a mile from the basin and 40 feet south of the South-Eastern Railway bridge. From Chambly the proposed line runs parallel with the South-Eastern Railway and 100 feet south of it, over a practically level prairie to St. Marie (at 4½ miles), a market town containing about 1,500 inhabitants, and the centre of a good farming country. About 400 yards east of the South-Eastern Railway station at this place, its main line will be crossed on the level. From St. Marie to the town of St. Césaire the country retains the same characteristics as the previous 4½ miles. St. Césaire is situated on the west bank of the Yamaska River, and has a population of about 2,000. There are several small industries carried on here, and it is the market for an extensive and rich farming district. The Yamaska River, which will be crossed at this place is about 170 feet wide and 8 feet deep in the dry season, but during the spring freshet the water has been known to rise as much as 19 feet above the summer level, when it attains a width of 400 feet. The ordinary current at St. Césaire is about 2 miles an hour. The freshets only continue a few days and are usually accompanied by a dangerous run of ice. The bed of the stream is sunk about 30 feet below the general level of the country, and is composed of clay, as are also its banks. A structure with a 200 feet clear opening will be required at this crossing. From St. Césaire to the Barbue River at the 15th mile, the country maintains the same natural features. A structure will be required at the 15th mile with a clear opening of 50 feet.

The heaviest grade on this section of 15 miles is at the rate of 53 feet to the mile, for a distance of ⅓ of a mile. The alignment is direct and the quickest curve 2°. The elevation of the line at the Richelieu River is 48 feet above sea level, the highest point reached being 121 feet at the 10th mile, and at the 15th mile the elevation is 86 feet.

The work on this section is very light, chiefly side-ditching, from which the banks will be made up. The average quantity of embankment required per mile is 14,700 c. yards, and the excavation from line cuttings to only 1,200 c. yards, all of which will be earth. Besides the structures mentioned above, several smaller ones will be required; also some road and farm crossings. No timber or stone fit for construction purposes can be had near the line, but there will be no trouble in getting all the material required, as the means of communication are good. All the lands along the first 15 miles are under cultivation; the inhabitants are chiefly French Canadian. The farms are small, generally long, narrow strips. The soil is clay loam, with occasional patches of sand and gravel. The products are cattle, horses, cheese, butter, hay, oats, &c. From the 15th to the 26th mile the proposed line will cut across a bend of the Yamaska River, ascending by slightly undulating grades from 86 feet, above the sea, at the 15th mile, to 341 feet at the 26th mile. The alignment is direct; only a few curves will be required, none of which will exceed 4°. The heaviest grade is 1¼ mile long, at the rate of 53 feet to the mile, ascending easterly. The work will be moderate, consisting chiefly of sand cuttings and side-ditching. The embankments average 21,500 cubic yards to the mile, and the rock cutting 940 cubic yards per mile. No structures of any magnitude will be required. Sufficient timber and stone for the few small structures necessary can be had close at hand; also a considerable quantity of timber for ties. Granby (at the 26th mile) is the only town on this section. It is situated on the north bank of the Yamaska River, which here falls about 85 feet in a distance of 1 mile, affording valuable manufacturing advantages to the place, which has been made use of to some extent for grinding hemlock bark, tanning, lumber milling, &c. The town is also the market for a large farming district. The country around this section is about two-thirds cleared, inhabited chiefly by English-speaking Canadians. The

farms are large, but the soil is lighter than the district immediately to the west. Nearly all the pine has been cut, but some good spruce and hemlock remain. Maple, birch, poplar, ash, &c., are plentiful. The farm products are much the same as that from around the last section. Slate and limestone are found in that locality.

From the 26th mile to the 42nd mile the line follows the valley of a branch of the Yamaska River to its head waters. The surface of the country is rugged and hilly, with a general rise toward the east. The grades are nearly all ascending easterly, bringing the line up from 341 feet at the 26th mile, to 795 feet above sea level at the 42nd mile. The longest and heaviest grade on this section will be 4⅝ miles, at a rate of 53 feet to the mile, with a short piece of level near the middle. The alignment is good, and the heaviest curve will be 4°, of which rate only a few will be required.

The work will be moderately heavy on this section; the excavation will be chiefly in sand and gravel; some rock will also be met with. The embankments will average 23,500 yards per mile, and the rock excavation 1,800 yards. The line will cross about two miles of drowned land directly east of Granby, caused by a mill dam at that place. In the spring it is covered with about 2½ feet of water, but during the dry season the water recedes and the bottom becomes firm, except about 600 feet near the east end, where it is too soft for men to cross—all but this piece is covered with a growth of ash and alders. The structures will all be small; several road and farm crossings will be necessary. The South-Eastern Railway, between Acton and Waterloo, will be crossed on the level near the 35th mile. Timber for ties and structures can be had in the vicinity, and good building stone will probably be found along the line. The inhabitants are chiefly English-speaking Canadians. About one-third of the land along this section is under cultivation; the farms are large, but only partially cleared, and the soil is stony. Considerable hemlock and spruce is still to be found, and maple, birch, beech, &c., are abundant. At Shefford Vale and Savage's, small saw mills are in operation. There are no towns on this section.

From the 42nd to the 52nd mile the line follows down a branch of the Black River for a short distance, then crosses to and follows up, for about 3 miles, another branch of the same river; thence across a low summit to another branch, which it follows to the height of land. The surface of the country is rugged and hilly, with a general rise towards the south and east. The grades over this section are undulating and, for a greater portion of the distance, will be over 45 feet to the mile. The heaviest grade is 53 feet per mile, ascending easterly for 2 miles. The greatest elevation attained between Montreal and Sherbrooke is 948 feet above the sea level, at the 52nd mile. No lower summit than this can be obtained without going north of Long Lake. The alignment is not so good as on the previous sections, and the percentage of 4° curves will be considerable. The work on this section will be heavy, the embankments averaging 34,400 cubic yards per mile, and the rock excavation 3,400 cubic yards. The material from the cuttings will be principally sand and gravel. Two structures of 30 feet clear opening will be required between the 44th and 45th miles; also several smaller structures at different points on this section. A few road crossings will be required. Timber for ties and structures can be obtained in the vicinity, and excellent limestone for building purposes is obtained close to the line. The country through which the survey runs is about one-third cleared, the remainder being covered with fine hemlock, spruce, pine, birch, maple, &c. The inhabitants are chiefly French Canadian; the farms are large, but only partially cleared, and the soil is light. The products are hay, buckwheat, cheese, cattle, &c. Rochelle is the only village passed through; it contains about 300 people.

From the 52nd to the 59th mile the line follows the north-west shore of Orford Lake, to its outlet; thence along the valley through which the waters of Orford Lake descend, to the swamp at the southern end of Brompton Lake. The surface of the country is rugged and mountainous, with a general fall toward the north and east. Grades of 53 feet to the mile are numerous, the longest being 1½ miles, ascending west. The line descends from an elevation of 948 feet above sea level, at

the 52nd mile, to 758 feet, near the 59th mile. The alignment is not very direct, and a considerable length of curvature will be required, but none of it need exceed 4°. The work on this section will be heavy, the embankments averaging 33,500 cubic yards to the mile, and the rock excavation 5,840 cubic yards. The earth excavation will be chiefly in sand, with a moderate percentage of boulders. The largest structure required will be at the 54th mile, where a clear opening of 40 feet will be needed; the others will all be small. Some road and farm crossings will also be wanted. Timber for ties and structures can be found near the line. This section is still covered, to a large extent, with forest,—hemlock, pine, spruce, maple, birch, &c., being abundant. Valuable minerals have been found in this locality, including copper and nickel. The country is very sparsely inhabited.

From the 59th to the 69th mile the line crosses the swamp at the southern end of Brompton Lake, then ascends a side hill, in a northerly direction, to near Lake Webster, where it turns to the east, and follows along the shore of the lake to near its south-east angle, and from thence follows down the valley of the Red Brook to the little Magog Lake. The country is rugged and mountainous, making the location difficult. None of the grades, however, exceed 53 feet to the mile; but a considerable length at this rate will be necessary, the longest being 4 miles, ascending westerly. The alignment will be tortuous for the first 4 miles, but the length of curvature for this section will not be great, and the sharpest curve will not exceed 6°. The work on this section will be heavy, the embankments averaging 36,600 cubic yards to the mile, and the rock excavation 2,150 cubic yards. The earth will be chiefly sand and gravel, with a moderate percentage of boulders. The swamps between the 59th and 61st miles are caused by the waters of Brompton Lake being dammed back. Near the 59th mile a structure with a 50-feet clear opening will be wanted, and at various points along the line small openings will be required. A few road crossing will also be necessary. Timber for ties and structures can be obtained in abundance along the first half of this section. Stone for building culverts, &c., will probably be found at numerous points. Very little land has been cleared for cultivation, and considerable quantities of hemlock, spruce and pine are still to be found around Lake Webster, as well as maple, birch, poplar, &c. But along the valley of the Red Brook most of the timber has been cut or burnt. Valuable minerals have been found in this neighborhood; but few people live in proximity to the proposed line.

From the 69th to the 80th mile the line will run on the north-west side of the valley of the Magog River to the 75th mile, where it crosses to the south-east side, and from thence will continue down the valley to Sherbrooke (at the 97½ mile), then curving to the south-east, descend the west side of the St. Francis valley to Lennoxville, where connection may be made with the Grand Trunk, Massawippi Valley and International Railways. The hills along the valley of the Magog River are several hundred feet high, the slopes of which are broken by irregular benches, whilst the hills along the St. Francis River slope abruptly to a flat along its margin. At Sherbrooke the Magog River descends about 100 feet in a distance of, say, half a mile, to the level of the St. Francis, at which place they unite. This sudden drop in the country prevents a connection being made with the existing railways at Sherbrooke, as they all pass through the city a few feet above the level of St. Francis River, whilst the proposed line passes through the upper part of the city at an elevation of about 100 feet above them, necessitating a continuance of the line to Lennoxville for connection. The grades on this section are chiefly ascending westerly, the heaviest and longest being 2⅕ miles, at the rate of 53 feet to the mile, with 1,000 feet of level about midway. The greatest elevation on this section is near the 70th mile, where it is 668 feet above the sea. At Sherbrooke its elevation is 577 feet, and at Lennoxville, the terminus, it is 468 feet. The alignment here will not be very direct, and considerable curvature must be resorted to, but no curve need exceed 4°. The embankments will average 30,600 cubic yards to the mile, and the rock excavation about 2,500 cubic yards. The earth will consist of sand and gravel, with a moderate percentage of boulders and clay. The only structure of importance will be for the

crossing of the Magog River, where a clear water-way of 240 feet will be required. The depth of water in the dry season is about 2½ feet, and during the freshets is about 6 feet. The bed of the stream is of small loose rock and boulders, and the banks are low. The remaining structures will be small. A few road crossings will also be needed. The proposed line will pass under the Magog and Sherbrooke Railway, near the 77th mile. The line will run through the city of Sherbrooke, between the 77th and 79th miles, and a good position for a station ground may be obtained at 77½ miles, directly west of the Belvedere Road. The city has a population of about 9,000, chiefly engaged in cotton, woollen and other manufactures, which are extensively carried on here, attracted by the magnificent water power afforded by the Magog River, only a small part of which is as yet utilized. Lennoxville, the terminus of the proposed line, is a pretty little town, situated near the junction of the Massawippi and St. Francis Rivers, and has a population of about 1000. A very favorable connection may here be made with the existing railways. About two-thirds of the land is cleared and farming is extensively carried on in the valleys of the St. Francis and Magog Rivers. The products are oats, wheat, hay, cattle, horses, butter, &c. The soil is light, sandy loam. Hardwood is still abundant, but most of the pine, hemlock and spruce have been cut. Building stone is quarried near Sherbrooke, and there are indications that it may be found at other points along this section. Gold, nickel and copper have been discovered in this neighborhood, and have been mined to a small extent.

The eastern half of this survey, between Chambly and Sherbrooke, passes through a difficult country for railway location, making it impossible to thoroughly explore it in one season. From the knowledge gained, however, of its natural features, there is no question but that the line can be improved. One section which should be examined is between the 41st and the 52nd mile. By keeping south of Rochelle, and following up another branch of the Black River from the ones taken on the present survey to Orford lake, the distance might be reduced, the work possibly lightened and the grades improved. There are other changes which will suggest themselves to anyone sent to re-locate the line.

The country between Montreal and Sherbrooke, through which the proposed line passes, is greatly in need of railway facilities, a portion being practically undeveloped from want of means of communication. Its natural resources are considerable, consisting of minerals—gold, copper and nickel, all of which have been mined to a small extent, and limestone, granite, and other building stones are abundant. Timber:—pine, spruce, hemlock, maple, brich, &c., are to be obtained in considerable quantities. The soil is generally well adapted for farming, yielding all the products common to central Canada; at present hay, oats, peas, and the like products, are extensively cultivated. Numbers of cattle and horses are raised for the English and American markets. Cheese and butter are also largely exported.

The distance from Montreal to Lennoxville *viâ* Chambly and Sherbrooke, will be as follows:—

Montreal to Chambly by existing railway.....	20 miles.
Chambly to Lennoxville by present survey.....	80 do
Total.....	100 miles.
Shortest distance by existing railways.....	104 miles.

The total quantities of earth and rock excavation on this division will be as follows:—

Earthwork to embankment.....	1,941,990 cubic yards.
Rock in line cuttings.....	149,000 do

Giving an average of, say, 24,300 cubic yards of earth and 1,860 cubic yards of rock per mile.

I annex tables of grades and curves between Chambly and Lennoxville, made up in sections of 10 miles, and from which the following percentages are obtained :—

Level	30	per cent.
Grades ascending easterly under 26·4 feet per mile	9	do
Between 26·4 and 52·8 feet per mile	31	do
Grades ascending westerly under 26·4 feet per mile	9	do
Between 26·4 and 52·8 feet per mile	21	do

Alignment:—

Tangents	68
Curves under 3 degrees	18
do between 3 and 6 degrees	14

I also annex approximate estimate of the cost of constructing and finishing with permanent structures this division of 80 miles, including rails and fastenings, ballasting, track-laying, &c., together with a fair allowance for water supply, station buildings, engine houses and repair shops, which give an average of $22,747 per mile.

All of which is respectfully submitted.

Your obedient servant,

R. ADAMS DAVY,

Engineer in charge of Survey.

COLLINGWOOD SCHREIBER, Esq., General Manager and
Chief Engineer, Government Railways, Ottawa.

SHORT LINE SURVEY—FROM CHAMBLY TO LENNOXVILLE, 80 MILES.

STATEMENT of the Length and Percentage of Curvature.

Mileage.	Tangent.	Degree of Curvature.					
		0 to 1.	1 to 2.	2 to 3.	3 to 4.	4 to 5.	5 to 6.
0 to 10	9·12	·43	·45				
10 to 20	9·83	·17					
20 to 30	7·44	1·03	·42		1·11		
30 to 40	6·99	·85	1·72		·44		
40 to 50	5·77		1·08	1·11	2 04		
50 to 60	4·12	·21	·52	·48	4·04	·63	
60 to 70	6·57	·28	·44	·80	1·12		·79
70 to 80	4·57	·80	1·65	1·77	1·21		
80 miles	54·41	3·77	6·28	4·16	9·96	·63	·79
PERCENTAGE.							
100	68·01	4·71	7·85	5·20	12·45	·79	·99

R. ADAMS DAVY,

Engineer in charge of Survey.

SHORT LINE SURVEY--FROM CHAMBLY TO LENNOXVILLE, 80 MILES.

TABLE OF GRADIENTS.

Sections. — Miles	Level.	Ascending East. Rate per 100.									Ascending West. Rate per 100.								
		10 to 20	20 to 30	30 to 40	40 to 50	50 to 60	60 to 70	70 to 80	80 to 90	90 to 100	10 to 20	20 to 30	30 to 40	40 to 50	50 to 60	60 to 70	70 to 80	80 to 90	90 to 100
0 to 10	4 75	·85	1·63	.....	·46	·81	.....	.....	.....	·36	·88	.....	·26	.....	.....	.....	.....	.....	.....
10 to 20	2·93	·37	·72	.....	.....	.....	.....	.....	·81	2·70	·76	·67	.....	.....	·42	.....	·38	.....	·34
20 to 30	4·21	.....	·24	·64	·38	.....	.....	.....	·26	2·05	1·32	·27	.....	·19	.....	.....	·44	.....	.....
30 to 40	2·28	.....	·13	.....	.....	.....	·45	·47	.....	6·25	.....	.....	.....	.....	.....	.....	·19	.....	·23
40 to 50	1·93	.....	.....	·23	.....	·38	.....	.....	·42	4·41	.....	.....	·28	.....	·57	.....	.....	.....	1·78
50 to 60	3·73	.....	.....	.....	.....	.....	.....	.....	.....	2·36	.....	·27	.....	.....	.....	.....	.....	.....	3 64
60 to 70	1·26	.....	.....	.....	1·12	.....	.....	.....	.....	2·00	.....	1·60	.....	.....	.....	.....	.....	.....	4·02
70 to 80	2·88	.....	.....	.....	·26	.....	.....	.....	.....	·89	.....	.....	.....	1·02	.....	·38	·83	·82	2·92
Total, 80 miles....	23·97	1·22	2·72	·87	2·22	1·19	·45	·47	1·49	21·02	2·96	2·71	·54	1·21	·99	·38	1·84	·82	12 93

R. ADAMS DAVY,
Engineer in charge of Survey.

SHORT LINE RAILWAY—FROM CHAMBLY TO LENNOXVILLE, 80 MILES.

ESTIMATE OF COST OF LINE.

Description of Work.		Quantity.	Rate.	Amount.
			$ cts.	$ cts.
Land	Acres.	1,000	10 00	10,000 00
Clearing	"	500	25 00	12,500 00
Embankment, earth, + 10 per cent	C. yds.	1,843,000	0 30	552,900 00
Rock excavation	"	149,000	1 50	223,500 00
Loose rock excavation	"	100,000	0 50	50,000 00
Fencing	L. rods.	51,500	1 25	64,375 00
Masonry, 1st class	C. yds.	5,000	12 00	60,000 00
do 2nd do	"	5,000	8 00	40,000 00
Culvert masonry	"	10,000	7 00	70,000 00
Steel or iron bridges	L. ft.	1,200	60 00	72,000 00
Timber in cattle guards and farm crossings	Ft. B.M.	200,000	20 00	4,000 00
Ties, 2 ft. centres	No.	211.200	0 20	42,240 00
Steel rails and fastenings	Tons.	8,320	30 00	249,600 00
Track laying	Miles.	80	250 00	20,000 00
Ballast, 3,000 c. yds, per mile	C. yds.	240,000	0 30	72,000 00
Sidings	Miles.	4	7,200 00	28,800 00
Passenger and freight stations	Each.	8	1,500 00	12,000 00
Wood sheds	"	6	400 00	2,400 00
Water tanks, with pumping engine	"	6	3,000 00	18,000 00
Engine house, 12 stalls	"	2	15,000 00	30,000 00
Machine shops and fixtures	"	1	20,000 00	20,000 00
				1,654,315 00
Contingencies engineering, 10 per cent				165,431 00
Total estimate				1,819,746 00
Average per mile				22,747 00

R. ADAMS DAVY,
Engineer in charge of Survey.

OTTAWA, 5th March, 1885.

SIR,—In accordance with your letter of the 16th June last, instructing me to make a preliminary survey of a portion of the proposed Short Line Railway, from a point on the International Railway near Moose River, to Chesuncook Lake, in the State of Maine, U.S., or until a connection was made with Mr. Vernon Smith's party, who was running westward from Harvey, in New Brunswick, I now submit the following report:—

The International Railway is completed to the international boundary line, a point 81 miles easterly from Lennoxville, Que.; a continuation of this railway was then under contract for a distance of 8 miles within the State of Maine. My exploration extended from the eastern end of this contract to near the Cuxabexis River, a distance of about 80 miles.

Leaving the eastern end of the section under contract, this exploration follows the valley of the Moose River to Holeb Lake at the 9th mile.

The work on this part of the line is light and easy of construction, the steepest grade being 53 feet per mile.

The line then keeps to the north of Holeb Lake, and follows a narrow pass to the Benjamin Ponds. Keeping along their north shore, it follows the stream which runs out of them into Little Wood Lake, round the north end of which it passes to Wood River, at 15¾ miles.

This portion of the line will be the most difficult to construct. The curves will be somewhat sharp, but need not exceed 6°, or 955 feet radius, while the steepest

grade will be at the rate of 53 feet per mile; but it is more than probable this can be improved on location survey. It will be necessary to protect the embankment close to Holeb Lake with rip-rap, for a distance of about 900 feet, against high water during the spring. The line cannot be changed at this point, as there is rough and high land to the north.

The heaviest part of the work will be from 10½ miles to Wood River at 15½ miles, the material to be be moved being principally rock. At the crossing of the river there will be a heavy embankment, but the material for it can be had close at hand.

From Wood River the line runs nearly due east, skirting the north shore of Wood Lake to Moose River village, at 19½ miles.

The preliminary line, run to the north of the lake, would give heavy work and steep grades, but a line with lighter work can be had by locating close to the lake shore.

Moose River village is situate on the Canada road; it has a population of about 300, with a custom house and post office.

From Moose River village the line keeps the valley of the Moose River to the head of Long Lake, and follows around its head and along the north shore to the Lower Churchill stream, at 29¾ miles.

This section of country is comparatively level; the work and grades will be light, with a good alignment.

On the profile near the 27th mile a portion of the country is shown to be flooded by the spring level of Long Lake. On a re-survey this can be avoided by locating a little further north. From the Lower Churchill stream the line runs in a north-easterly direction and passes close to the north-west end of Brassua Lake, at the 38th mile.

Between these two points the country is rolling, but on the whole the work is light, the steepest grade being 53 feet per mile. I am certain that on a re-survey this can be very much improved.

From the Brassua Lake the line runs direct for the mouth of the Tomhegan River, which flows into Moosehead Lake.

From this point it continues north-west to the Socatean River; thence it runs in a north-easterly direction, until the shores of Moosehead Lake are reached, near William stream, at 52 miles.

Thence it skirts the west shore of the lake to the head of the North-West Bay, around which it keeps to 57¼ miles. The country between Brassua Lake and the last mentioned point is rolling, but offers easy facilities for railway construction, the work being light and the steepest grade 53 feet per mile. On the profile near the 56th mile the ground is shown to be covered by water during the spring. This can be avoided on a re-survey by keeping a little further west.

From 57¼ miles the line passes over the water shed dividing the waters of Moosehead Lake from those of the Penobscot River.

It follows the valley of the Penobscot on the south bank to Morris' farm, where it crosses to the north bank and continues down the valley to the Caucomgomoc River which flows into Chesuncook Lake, at 76½ miles. From 57¼ miles to the Caucomgomoc River the work and grades will be light, especially from the crossing of the Penobscot River to the Caucomgomoc River, the fall being only 43 feet in a distance of 14½ miles. From the Caucomgomoc River the line runs easterly to the Cuxabexis River, at 80¾ miles, near which a connection was made with Mr. Smith's survey.

The work and grades on this part will also be light.

The quantities of material required for embankments is largely in excess of quantities in excavation.

The total quantities of earth and rock, as far as can at present be ascertained, are as follows:—

	Cubic yards.
Earth work in line cutting and borrowing to embankments	1,112,000
Rock excavation	5,100

The average over the whole section is therefore at the rate of 13,900 cubic yards of earth and 645 cubic yards of rock per mile.

The heaviest portion lies between Holeb Lake and Wood River, from 10½ to 15½ miles. This section will average 31,000 cubic yards of earth and 6,000 cubic yards of rock per mile.

The character of the earth work will, for the most part, be common clay, with a small extent of boulders. Gravel and sand will occasionally be met with.

There are deposits of gravel suitable for ballast purposes at different points along the line. The greater proportion of line cutting on the first 9 miles will be in gravel. The other deposits are at 16½ miles, Upper Churchill stream 25 miles, Socatean River 47 miles, Moosehead Lake 58, and between the Caucomgomoc and Cuxabexis Rivers at 77 miles.

It will be found in sufficient quantities for the several sections, and need not entail a greater haul from any point than 12 miles.

The section of country traversed by the line has been heavily wooded with pine, but all of any value has been removed. That left near the line is hardly fit for ties or bridge purposes. Good timber can, however, be obtained within a distance of 5 miles.

The following are the principal bridge structures that will be required on the route: Sandy River, Hale stream, Upper Churchill stream, Lower Churchill stream, and Tom Fletcher stream, will require spans of 30 feet. Wood River, Brassua River, Tomhegan River, William stream and Carry Brook will require spans of 80 feet. Penobscot River will require a bridge of two spans of 100 feet each. The Caucomgomoc and Umbuzooksus Rivers, although close together, will each require spans of 100 feet. The banks of the rivers are all high, and most of the foundations can be laid on rock.

Granite in ledge, suitable for building purposes, can be had within a short distance of each of the prominent structures. This stone has an open grain, and can be worked almost as cheap as limestone. From the point of connection, which is 1,383 feet above the sea level, to the point of connection with Mr. Smith's line, the ground has a general fall, and at no place on the route does it again attain the altitude of the starting point. The total fall from the present end of construction on the International Railway to the Cuxabexis River is 452 feet in a distance of 80¾ miles.

The country, although undulating between these points, is very favorable to railway construction. There are no grades exceeding 53 feet per mile, the longest continuous grade at this rate, 1·80 miles, ascending westerly.

The sharpest curve is 955 feet radius. I annex grade and curve sheets, detailed in sections of 10 miles, from which the following information is obtained:—

Grades—

Level	36 per cent.
Ascending easterly, under 26 feet per mile	13 do
From 26 feet to 53 feet	13 do
Ascending westerly, under 26 feet per mile	16 do
From 26 feet to 53 feet	22 do

Alignment—

Tangents	80 per cent.
Curves under 3 degrees	17 do
do between 3 and 6 degrees	3 do

I remain, Sir, your most obedient servant,

AMBROSE DUFFY, *Engineer in Charge.*

COLLINGWOOD SCHREIBER, Esq., Chief Engineer and
General Manager Government Railways.

SHORT LINE RAILWAY, ROUTE B.—CURVE SHEET—FROM INTERNATIONAL RAILWAY TO CHESUNCOOK LAKE.

Miles.		Tangents.	Curves.						
From.	To.		1°	2°	2° 30'	3° 0'	3° 30'	4° 0'	6° 0'
0	10	5·75	·72	·47	1·35	1·05	.....	·53	·13
10	20	6·98	.....	·79	·68	·88	·07	·42	·18
20	30	8·52	·67	.....	·35	·46	.....	.....	.....
30	40	9·51	·49	.....	.....	.....	.....	.....	.....
40	50	9·52	·17	·31	.....	.....	.....	.....	.....
50	60	7·31	·23	·53	·75	·38	·80	.....	.....
60	70	7·81	.....	1·42	.....	·77	.....	.....	.....
70	80	9·06	·26	·23	.....	·45	.....	.....	.....
Total Miles, 80		64·46	2·54	3·75	3·13	3·99	·87	·95	·31

SHORT LINE RAILWAY, ROUTE B—GRADE SHEET—FROM INTERNATIONAL RAILWAY TO CHESUNCOOK LAKE.

Miles.	Level.	Ascending East—Rate per 100.									Ascending West—Rate per 100.								
		·10 to ·20	·20 to ·30	·30 to ·40	·40 to ·50	·50 to ·60	·60 to ·70	·70 to ·80	·80 to ·90	·90 to ·100	·10 to ·20	·20 to ·30	·30 to ·40	·40 to ·50	·50 to ·60	·60 to ·70	·70 to ·80	·80 to ·90	·90 to ·100
From 0 to 10	3·64	.....	·28	.....	·53	.....	.....	.....	.....	.....	1·42	·76	.....	·95	.....	1·53	.....	.....	·89
10 to 20	4·15	.....	.....	.....	·30	.....	.....	·57	.....	·99	·66	.....	·76	.....	.....	.....	.....	.....	2 57
20 to 30	3·54	1·51	1·33	.....	·70	.....	.....	·61	.....	.....	·38	·57	.....	·30	.....	.....	·87	.....	.....
30 to 40	2·56	1·36	·23	·18	·44	.....	.....	.....	.....	·76	.....	·57	.....	·38	.....	1·42	.....	.....	2·10
40 to 50	2·46	·18	.....	.....	.....	.....	.....	·38	.....	3·54	.....	.....	·75	.....	.....	.....	.....	.....	2·94
50 to 60	3·09	·93	.....	·95	.....	·66	.....	.....	.....	·83	·95	.....	·18	.....	·56	.....	.....	.....	1·83
60 to 70	4·67	.....	.....	.....	·98	.....	.....	·36	.....	.....	1·61	.....	·15	.....	.....	.....	·62	.....	1·59
70 to 80	4·64	.....	.....	·28	·30	.....	.....	1·28	.....	·28	.....	.....	·66	2·12	.....	.....	·42	.....	.....
Total, 80 miles.	28·75	3·98	1 84	1·41	3·25	·66	.....	3·20	.....	6·40	5·02	1·90	2·50	3·75	·56	2·95	1·91	.....	11 92

SHORT LINE RAILWAY, ROUTE B.—FROM INTERNATIONAL RAILWAY TO CHESUNCOOK LAKE, 80¾ MILES.

ESTIMATE OF COST.

Description of Work.	Designation.	Quantities.	Rate.	Cost.
			$ cts.	$ cts.
Land	Acres	1,000	10 00	10,000 00
Clearing	do	970	25 00	24,250 00
Embankment	Cubic yards	1,100,000	0 30	330,000 00
Rock excavation	do	38,000	1 50	57,000 00
Loose rock excavation	do	33,000	0 50	16,500 00
Fencing, 30 miles	Rods	19,200	1 25	24,000 00
Masonry, 1st class	Cubic yards	6,000	12 00	72,000 00
do 2nd do	do	3,000	8 00	24,000 00
Culvert masonry	do	6,000	7 00	42,000 00
Steel bridges	Lineal feet	800	70 00	56,000 00
do girders	do	700	25 00	17,500 00
Cattle guards	Board measure	20,000	20 00	400 00
Ties	Number	213,180	0 20	42,636 00
Steel rails and fastenings	Tons	8,400	30 00	252,000 00
Track-laying	Miles	80¾	250 00	20,187 50
Sidings, complete, including ties, rails, &c.	do	4	7,200 00	28,800 00
Ballast, 3,000 cubic yards per mile	Cubic yards	242,250	0 30	72,675 00
Passenger and freight stations	Number	8	1,500 00	12,000 00
Wood sheds	do	6	400 00	2,400 00
Water tanks, with pumping engines	do	6	3,000 00	18,000 00
Engine house, 12 stalls	do	1	15,000 00	15,000 00
Machine shop	do	1	20,000 00	20,000 00
				1,157,348 50
ADD—For engineering, &c., 10 per cent.				115,734 85
Total				1,273,083 35
Average per mile				15,765 00

AMBROSE DUFFY,
Engineer in Charge.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 5th March, 1885.

SIR,—In accordance with your instructions, I beg leave to submit the following report upon that portion of the "Route B" survey for the Short Line Railway which lies between Lake Chesuncook, in the State of Maine, and Harvey, in New Brunswick. Route B commences at the end of the grading of the International Railway, in the State of Maine, 8 miles from the Quebec boundary, and it ends at Harvey, in New Brunswick, on the line between St. John and Bangor, 64 miles from St. John. The air line distance between these two points is about 180 miles, and they are both on nearly the same parallel of latitude, the direct line being within a mile or two of a due east and west course, but it would cross several large lakes, and the impracticable district of the Katahdin and Traveller mountains, some of the peaks of which are over a mile in height, and the whole region, for a distance of 40 miles, is utterly unsuitable for railway construction. To avoid this forbidding section of country the route selected passes to the north of all the obstructions, and without increasing the length over the usual 20 per cent. allowance for curvature, passes through a country that presents no serious difficulties, excepting those which are inherent to any line running through the rough forest, destitute of roads, conveniences or settlement. The western section of the route, down the Moose River valley to Moosehead Lake, and thence by the flat shore of the west branch of the Penobscot River to Chesuncook, was run by Mr. Duffy, and the point of junction of the two surveys was at the outlet

of the Cuxabexis Lake into Chesuncook, at a point about 81 miles from the International Railway and 959 feet above the sea level. For convenience, Mr. Duffy's mileage has been continued over the portion of the route to the east covered by this report, the mileage on the plans and profiles being the total distance from the junction with the International Railway, the total length of both surveys between the existing railways being 217 miles.

Lake Chesuncook is a large sheet of water not less than 25 miles long by 3 miles wide, lying in a north and south direction, the air line between the termini of the route crossing about midway of its length. Near to the north end, on the west side, the west branch of the Penobscot enters the lake, and after traversing its entire length leaves it again at the south end, and forces its way through canyons and rocky gorges amongst the granitic mountains previously referred to. At the extreme north end of the lake, two streams, the Umbagooksis and the Caucomgomoc enter together, one bridge on the line of Mr. Duffy's survey crossing both, probably immediately above their confluence. The latter of these streams has a fine level open valley, and should it seem desirable to utilize the eastern part of the survey as a line to Quebec, I think it will be found that the Caucomgomoc affords the most direct line. It is but a little over 100 miles from Chesuncook to Levis. Caucomgomoc Lake, 25 miles from Chesuncook, is only 30 feet above it, and the watershed between its principal feeder and the upper St. John waters is so slightly marked that at high water canoes have been poled across the intervening marsh. To the north-east of Chesuncook is another large lake, Cuxabexis, which empties into Chesuncook by an outlet parallel to the Caucomgomoc, and it was on the margin of this last stream that the two surveys were tied together. From this "bench mark" the line east rises at a gradient of 53 feet to the mile, to the level of the fore-shore of the Cuxabexis Lake, which it follows for 4 miles, and then rises again at the same gradient to the height of land between the Cuxabexis inlet and the waters draining into the Lake Telos. This watershed is crossed at the 87th mile from the International Railway, and is 1,091 feet above the sea.

The basin of Lake Telos is the most southerly area in the State of Maine that drains naturally into the St. John, and extends in the shape of a triangle, with its apex to the south, between the two branches of the Penobscot. This basin is crossed by this survey near to its southern boundary, showing on the profile no very marked depression between the height of land on either side. Lake Telos formerly emptied its waters to the north into Telosinos, and thence, still northerly, into Lake Chamberlain, which is the source of the Allegash, one of the largest tributaries of the St. John; but some years since the Penobscot lumbermen dammed the outlet of Lake Chamberlain so as to throw some of its waters back into Telos, from which a canal was cut into Webster Lake, the head of a series of ponds running into the east branch of the Penobscot, so that Telos Brook, crossed by the survey at the 88th mile, runs now into the Penobscot instead of the St. John, as formerly. From this crossing the line rises at a grade of 53 feet to the mile to the height of land naturally dividing the St. John basin from the East Penobscot waters. This is the highest summit on the line, and is crossed between the 90th and 91st miles, at an elevation of 1,169 feet above the sea level. Thence, to the 95th mile, the survey follows the narrow valley of Thistle Brook, on a grade nowhere exceeding 53 feet to the mile, and thence passing over a rolling country, with easy grades and curves, it reaches the valley of Trout Brook, which it follows almost to its outlet in Metaganion or Grand Lake, opposite the 107th mile. The 26½ miles to this point is the heaviest section for construction on the whole route. The earthworks are approximately 20,000 yards to the mile, besides a known quantity of at least 250 cubic yards to the mile of rock. On a re-survey the work might be lightened and the gradients reduced by keeping a more northerly route than the one instrumentally measured, skirting the south shore of Telos Lake, following the line of the canal to Webster Lake, and thence by the natural valley of Webster stream and chain of lakes to the Penobscot, near to the present crossing of the survey. In an official report on the "Water Powers of the State of Maine," published at Augusta, in 1869, which I found in the Legislative Library since my return, the elevation above the sea of Lake Chesuncook is given at

900 feet, the height of land between Cuxabexis and Telos Lakes at 1,029 feet, Telos lake 926 feet, and Metaganion or Grand Lake 750 feet. The highest summit crossed on the surveyed line will, by this route, be entirely avoided. The average descent from the other summit between Telos and Cuxabexis would average only 14 feet to the mile, and the total distance would not be increased over 3 miles.

The Penobscot is crossed near the 108th mile, and will require a single span of not less than 125 feet. As this is a great lumbering river, with little or no current at this point, the usual practice is to boom the logs in the lake above, and draw the boom and enclosed logs by a capstan down the part of the river, and across both the smaller and the grand lakes; so that the whole breadth of the stream is required in the "thoroughfare" crossed by the survey; and it is probable that no pier or obstruction would be tolerated in the channel, hence the necessity of the long single span. The Grand Lake has a dam at its outlet for lumbering purposes, which floods the flat land on both sides of the thoroughfare, over which the railway route runs for over a mile. The bottom of this flat land is sufficiently solid for the embankment of an average height of 8 feet, that will be necessary to raise the line above the flood when the dam is closed; but the slopes will require to be rip-rapped with loose rock, for which purpose the cutting through the limestone ridge, immediately to the east of the crossing, will supply an excellent material; and should the quantity required be more than the excavation, as shown, would produce, lowering the roadbed at that point would improve the gradient, and yield the necessary stone work. East of the railway crossing, for two or three miles round the north side of lake, skirting the shore, and in some places running precipitously into the water, is a rocky ridge, rising in places from 100 to 200 feet above the water level; and as this is the most northerly divergence of the route from the air line, it would have been desirable, if possible, to have kept close to the north shore of the lake. Immediately opposite, on the south side, the Traveller Mountains, for a length of 12 miles north and south, average from 3,500 to 4,000 feet in height, and their most northerly peak is close to the lake, the rocky flank having a sheer precipice of over 700 feet in height, close to the water side, and dipping into the water, apparently, to an immense depth at the same place. To avoid this serious obstruction, the most northerly point in the route is found in the level marshy valley at the back of the north ridge surrounding the lake; and an easy line, nearly level, and with light work, has been found to the crossing of the Sautette Brook, at the 115th mile. Beyond this, a ridge about 100 feet in height separates the Penobscot Valley from the streams running into the Seboois. This ridge is crossed at the 117th mile, at an elevation of 829 feet at the head of a small stream, known as the Hobart Brook, which is followed to its outlet in the Seboois, crossed at the 120th mile. The Seboois has a rock bottom and firm banks, 107 feet wide in the clear, and apparently subject to heavy floods in the spring of the year. It will require a clear span of about 120 feet. Running almost parallel to Hobart Brook, and traceable for at least five miles on either side of the railway crossing, is one of those singular "horse backs" of gravel, for which the State of Maine is remarkable, and which have proved such a puzzle to geologists generally. This one is at least 40 feet in height, about 30 feet wide at the top, and probably 300 feet wide at the railway grade level. It is composed of fine gravel on the surface, a little coarser as the excavation approaches the middle of the mass, and stretching through a country alternately of rock and marsh, where no other gravel exists; there is sufficient in this one deposit to ballast the whole railway, whilst the quality leaves nothing to be desired.

Nearly opposite to the point where Hobart Brook leads into the Seboois from the west, Hay Brook falls into it from the east, the two forming a lateral valley through this otherwise intricate country, most conveniently disposed for this route, and up this open valley for 6 miles the railway will find a surface, and generally a level grade, at a very moderate expense. There are here a series of flat alluvial terraces, involving short rises with level grades, leading gradually to the Chase Mountains, which form the boundary between the high mountainous country constituting the northern part of the State of Maine, and the lower districts to the south

and east, which slope gradually to the Atlantic seaboard. This lower and generally more favorable plateau has its most northern extension along the valleys of the East Penobscot and Seboois, and one object of keeping the northern course is to avoid the low depression in the land contiguous to these rivers. Although somewhat longer in distance by the flat valleys of the Hobart and Hay Brooks than a direct course between the Grand Lake and the Crystal Brook, the latter would involve a rise and fall of at least 120 feet, in a distance of probably 6 miles. The Seboois immediately below the railway crossing becomes a precipitous torrent, rushing through a rocky canyon to join the Penobscot 20 miles lower down. Amongst the flat foot hills and terraces of the Chase Mountains, along their northern sides are a number of lakes and ponds draining into the Upper Shin Pond, and thence by a thoroughfare crossed by the railway survey, at the 127th mile, into Lower Shin Pond. The water from this falls over an almost perpendicular ledge 70 feet in height, and thence by a series of rapids, making a total fall of 120 feet in a little over a mile, to join the Seboois on the lower level.

After crossing the thoroughfare between the two Shin Ponds, which will require a bridge of 40 feet span, the line rises to the height of land between the Penobscot and the Mattawamkeag waters, crossing the ridge between Chase Mountain and the Sugar Loaf, rising above the grade from 800 to 1,000 feet on either side, this ridge being crossed at 128½ miles from the International Railway, and 918 feet above the sea level. For the next 4½ miles the line crosses a rough country, the high land known as Ward Mountain, between the valleys of Fish River and Crystal Brook, which latter is reached at the 133rd mile. At the 137th mile, the military road from Mattawamkeag to Fort Kent is crossed at an elevation of 691 feet above sea level, and the first settlement encountered that is found in over 100 miles of forest solitude. The earthworks from the Penobscot to this point, 30 miles, will average about 18,000 yards of earth excavation per mile, and not less than 600 yards of rock, nearly the whole of which is found on the last 10 miles between Shin Pond and the Aroostook Road.

Crystal Brook is followed to its outlet into the Fish or Belvedere River opposite the 142nd mile, and this to its confluence with the west branch of the Mattawamkeag at the 146th mile at Island Falls Village, the last six miles being a fine open country with a number of clearings, and an easy route for constructing a railway, as the section from Shin Pond to the mouth of Crystal Brook seemed the most unsatisfactory and heavy portion of the survey. Before disbanding the party we ran another line up the Fish stream valley which heads near to the Fish Pond, and crossing the previous survey continued round the north side of the Upper Shin Pond. This alternative line though on the map apparently more circuitous, proved to be only half a mile longer than the first, but it passed through a very much better country, pretty well settled for eight or ten miles, including the village of Patten; it had much better gradients, very much lighter work, avoided altogether one summit, and proved in every respect a better location excepting as to length. I have little doubt that should this route B be adopted for the short line, on a careful re-survey the line through Patten will be the survey that will be adopted. On the 18 miles there is a saving of over 67,000 yards of earth and 5,000 yards of rock, and the average is reduced from 18,000 yards per mile to 14,000.

From the point where the two surveys join near the 142nd mile, for 8 miles the work is very light, and the country favorable. The west branch of the Mattawamkeag is crossed half a mile above the Island Falls, and will require a bridge of 100 feet span. Two miles below this the river runs into the Great Mattawamkeag Lake, the north end of which is skirted by the railway which then rises to overcome the summit which separates this valley from the basin of Pleasant Pond. This summit which is 70 feet in its lowest point above the lake, is crossed at the 151st mile, at an elevation of 551 feet above sea level. After descending to the level of the lake the line skirts its northern shore for three miles, and then follows its outlet into the east branch of the Mattawamkeag, which is crossed at the 155th mile, requiring a single span of 150 feet. To this point the location of the road has followed generally

the natural valleys of the country, and the points of difficulty have been almost entirely in the passage from the end of one valley to the next, but east of this the conditions are very different, and for the next twenty miles almost to the international boundary the lay of the land, and the direction of the valleys are generally at right angles to the course of the line, and the ridges require to be crossed almost square to their general bearing. There is a high ridge 500 to 600 feet in average height along the east bank of the Mattawamkeag. Between it and Owl Creek, another gully as high between this and the Skitticook, a third still higher east of the Skitticook, and a fourth east of the Beaver Brook, all within an air line distance of five miles, and all running north and south transversely to the general direction of the railway. Through this intricate country, I believe we have got the best line obtainable, which though securing fair grades without undue work is necessarily circuitous. The only important bridge is that across the Skitticook, which is crossed obliquely and will require an opening of 150 feet.

The military road between Mattawamkeag and Houtton is crossed at the 163rd mile, this being also the summit between the Mattawamkeag and the Meduxnakeag water, one emptying into the Penobscot, above Bangor, and the other into the St. John's at Woodstock; the elevation of the road crossing being 626 feet above sea level. From this the line falls rapidly to the crossing of the Meduxnakeag at the intersection of the Houtton and Calais road, at the 169th mile, where the elevation is 427 feet, the lowest point in the State of Maine that is touched by the proposed railway. The whole of this district is a gravelly formation, and a large horseback of this material is crossed close to the Meduxnakeag Bridge, which will be probably the source from which the ballasting of this central section will largely be derived. From this point to the crossing of the international boundary between the State of Maine and New Brunswick is a singularly easy country. Smith's Creek running west to the Meduxnakeag at the 169th mile, and Alder Brook running east across the boundary line both rise in the same marsh about 4 miles distant from either end of this section, and only 26 feet in elevation above either point. The international line is crossed at 173½ miles from the point of the survey or 181½ miles altogether from the Quebec boundary, which is the total length of this route through the State of Maine. For 5 miles on either side of the boundary the line is on almost a level, with light work and easy curves. Eel River at the 177th mile requires a span of 150 feet, and Bull's Creek which empties into it within half a-mile, one of 75 feet. From this the line rises up the valley of Deadwater Brook, to the 189th mile where the elevation is 575 feet above the sea. This stream rises in a swamp, from which also run in the opposite direction several brooks that empty into the Shogomoc River after crossing in their course the line of the St. Andrew's Railway. After crossing this high marshy elevation, which the construction of the railway will drain, and convert into good land, the road reaches the line of the New Brunswick and Canada Railway near the 63rd mile post from St. Andrew's, a mile and a-half south of the present Canterbury station, and 191 miles from the International Railway. For about half a-mile the two lines may either use the same rails or run parallel giving a good chance for a common station ground, and every convenience for the interchange of traffic. This connection will be of great value to both railways, and be mutually advantageous. The St. Andrew's line will give the proposed line convenient access to St. Stephen's, St. Andrew's and by the Great Southern Railway to every harbor on the south shore of New Brunswick from St. Johns west, whilst the short route proposed will bring these seaports much nearer to Montreal than by any existing railways. In connection with the extension to Harvey there will be a survey in the New Brunswick system of 24 miles between St. John and all points north of Canterbury, by using the proposed line between Harvey and Canterbury, the distance between these points being 50 miles by the present route by M'Adam Junction instead of 26 by the new line.

From Canterbury to Harvey is across a poor, burnt country of very little use, either to the lumberman or to the farmer; although, at a short distance from the route, some good timber may still be found. Near Canterbury, the country is full of

small lakes—often with marsh land intervening; further east is a burnt district from which the original pine forest, and even the soil, has been destroyed by repeated forest fires, and the greater part is thickly strewn over with granite boulders. Across this forbidding district, however, a good, and not expensive line can be secured. The elevation at Canterbury is 520 feet above sea level, at Lake George—where the Moncton and Harvey lines will probably diverge—is 462 feet; and the highest intermediate elevation in the 18 miles only 534 feet. So that satisfactory gradients and easy curves can be easily obtained. At 210 miles from the commencement of the survey, where the junction of the two lines from Harvey and Fredericton would be most conveniently located, is a level expanse of burnt land, in which Lake George, covering some 10 or 12 square miles, lies scarcely 10 feet below the general level of the ground. This junction would be 71 miles from St. John, and about 24 miles from Fredericton, the latter line across a country which, though elevated 400 feet above sea level, appears to present no difficulties in obtaining a gradual descent to Fredericton, which lies only a few feet above the high water level. The outlet of Lake George is the Pokisk River, which runs into the St. John, 40 miles above Fredericton. But a more direct route can be got down the valley of Gardin's Creek, which runs into the Main River, 21 miles above the city, and, apparently, affords a favorable route. The 7 miles forward to Harvey from Lake George is across a flat plain, slightly elevated above Lake George, and the last 5 miles is on the flat margin of the Great Cranberry Lake. The survey terminates by a junction with the New Brunswick Railway, about 100 yards west of the present Harvey station, the last tangent of the survey, and the next one on the existing railway being only 7 degrees from a straight line.

Excepting the portion of the route in New Brunswick, the whole line is through a dense forest, where any quantity of suitable timber for bridges, culverts and ties can be obtained, generally where it is wanted. Near the Main River, the more valuable pine timber has been cut off, but spruce, hemlock and cedar can be obtained anywhere. There are numerous cedar and tamarac swamps where the clearing for the line itself will be entirely through tie and fencing stuff, and the large timber for the bridges can everywhere be procured without any very long haulage, the only exception being on the New Brunswick division, and even in this part the timber that still remains at the heads of the different streams can be floated down to the crossing of the railway where it is most required. The supply of stones for first-class masonry is more doubtful. We saw no good quarry, nor is such rock as is found on the route generally—a metamorphic slate, or a coarse indurated limestone—likely to produce a good stone for dressed work. There are, however, in the eastern portion, a number of granite boulders, and elsewhere a coarse sandstone that will split into good rubble for culvert and drystone work; and at Island Falls there is a bed of gneiss, out of which they split stones of almost any length for underpinning the houses and barns, and it is likely that when the country is explored for the purpose there may be similar or even superior deposits available for masonry of a better class. Ballast is not common, excepting between the Mattawamkeag and Meduxuakeag, but there are, at least, four good "horsebacks" that will be crossed by the road, and these will be the cheapest and most easily worked gravel pits that can be found, amply making up for any extra haul that may be required, by the economy with which the ballast trains can be loaded, and the quantity and quality of the gravel that they will supply.

The amount of earthwork shown by the profile, including the contents of cuttings thrown to waste, and allowing 10 per cent. for the subsidence of the embankments, is 2,389,425 cubic yards, or an average of 17,570 yards per mile. Besides this, there are 61,519 cubic yards of rock, or an average of 452 cubic yards per mile.

The line is singularly free from expensive bridges, exclusive of culverts and small spans of 20 feet and under. There will be required 10 small bridges from 20 to 30 feet opening; the larger structures of over 30 feet span being:—

	Span.	Feet Opening.
East Branch of Penobscot	1	125
Sautelle Brook	1	60

	Span.	Feet Opening.
Seboois River	1	120
Shin Pond Thoroughfare	1	40
West Branch of Mattawamkeag	1	100
East Branch of Mattawamkeag	1	160
Skitticook River	1	150
Meduxuakeag River	1	100
Smith's Brook	1	40
Bull's Creek	1	75
Eel River	1	150
West Branch, Shogomock	1	80
East Branch, Shogomock	1	150
Magundy River	1	60

On the whole the route proposed presents a very favorable line for the construction of an economical first-class railway. On the profile shown there is no gradient exceeding 1 per 100, or 53 feet per mile, and no curve of over 4° or 1,433 feet radius. With the exception of three places, each of less than 6 miles in length, there is no necessity for even this gradient. By slightly increasing the earthworks, I believe that on a re-survey the objectionable points may be greatly improved, and that the whole distance from Harvey to Chesuncook may be covered with gradients not exceeding 35 feet per mile, and with no curve exceeding 3 degrees or 1,910 feet radius.

Annexed are schedules of gradients and curves with profile and general plan of the country to a scale of 400 feet to the inch.

The whole respectfully submitted by your obedient servant,

VERNON SMITH, *Civil Engineer.*

Collingwood Schreiber, Esq., Chief Engineer, &c.

SUMMARY OF GRADES (IN MILES AND HUNDREDTHS) ON 137 MILES.

From International Railway. Miles. From	To.	Level.	Ascending East—Rate per 100 ft. ·20	·30	·40	·50	·60	·70	·80	·90	1·00	Above	Ascending West—Rate per 100 ft. ·20	·30	·40	·50	·60	·70	·80	·90	1·00	Above
80	90	2·39	.....	.....	·17	1·47	.....	·23	·38	.....	3·37	.....	.....	.....	·95	·23	.....	.....	.....	.....	·81	.....
90	100	3·50	.....	·15	·40	.....	·35	.....	.....	.....	·23	.....	.....	.....	.....	·17	.....	·66	.....	.....	4·54	.....
100	110	2·74	.....	.....	.....	·85	.....	.....	.....	.....	·36	.....	.....	·76	.....	1·34	.....	·41	.....	.....	3·54	.....
110	120	3·21	·47	·56	.....	·85	.....	.....	.....	.....	2·01	.....	.....	·80	.....	.....	.....	·51	.....	.....	1·59	.....
120	130	4·53	.....	.....	1·02	·72	.....	·23	.....	.....	2·23	.....	.....	.....	·23	.....	.....	.....	.....	.....	1·04	.....
130	140	1·95	.....	.....	.....	·23	.....	·22	.....	.....	·34	.....	.....	.....	·19	·07	·49	.....	·57	1·06	4·88	.....
140	150	4·16	1·30	·30	·93	.....	·16	.....	.....	.....	·60	.....	.....	·39	.....	·79	·36	1·01	.....	.....	.....	.....
150	160	3·31	.....	·47	·98	.....	·23	·28	1·12	.....	1·95	.....	.....	.....	·45	.....	.....	.....	.....	.....	1·21	.....
160	170	3·	.....	.....	1·19	.....	.....	·46	.....	.....	·32	.....	.....	·13	·24	·45	·37	.....	1·46	.....	2·38	.....
170	180	4·38	·56	.....	.....	1·84	.....	.....	.....	.....	·85	.....	1 01	·34	·42	·60	.....	.....	.....	.....	.....	.....
180	190	4·77	·24	.....	.....	·75	·12	·68	.....	.....	1·46	.....	.....	.....	·15	·38	.....	·63	.....	.....	·82	.....
190	200	3·80	.....	.....	.....	·38	.....	.....	.....	.....	2·39	.....	.....	.....	.....	.....	.....	·23	.....	·76	2·44	.....
200	210	2·61	1·14	.....	1·84	·79	.....	.....	.....	.....	.....	.....	·94	.....	.....	.....	.....	.....	·49	.....	2·19	.....
210	217	4 09	·60	·53	.....	·18	·37	.....	.....	.....	·45	.....	.....	·37	.....	·41	.....	.....	.....	.....	.....	.....
Total Miles		48·44	4·31	2·01	6·53	8·06	1·23	2·10	1·50	.....	16·56	.....	1 95	2·79	2.63	4·44	1·22	3·45	2·52	1·82	25·44	.....

SUMMARY of Curves in Miles and Hundredths.

Miles from International Railway.		Tangents.	Curves.							
			·30′	1° 00′	1° 30′	2° 00′	2° 30′	3° 00′	3° 30′	4° 00′
80	90	7·61	.....	.....	.....	·50	1·33	·15	.....	·41
90	100	6·41	.....	·35	1·22	·41	1·26	·08	·13	·14
100	110	7·49	.....	.....	.....	·11	1·34	·29	.....	·77
110	120	6·85	.....	.....	·41	·19	1·96	·59	.....	.....
120	130	4·96	.....	·22	1·04	2·02	·68	1·08	.....	.....
130	140	5·93	.....	.....	2·40	·75	·42	·45	.....	.....
140	150	6·76	.....	·56	1·36	1·32	.....	.....	.....	.....
150	160	4·86	.....	.....	2·34	1·52	·50	·78	.....	.....
160	170	6·40	.....	.....	·20	·18	1·52	1·70	.....	.....
170	180	6·81	·15	1·21	·43	·46	·61	·33	.....	.....
180	190	6·94	.....	1·59	·80	.....	·36	·31	.....	.....
190	200	6·53	·39	·85	1·48	·14	.....	·13	.....	·48
200	210	4·76	·86	2·97	.....	·95	.....	.....	.....	·46
210	217	5·63	·85	·45	.....	.....	.....	·07	.....	.....
Total.....		87·99	2·25	8·20	11·68	8·55	9·98	5·96	·13	2·26

Length from Cuxabexis to Harvey, 137 miles.

SHORT LINE RAILWAY, ROUTE B.—CHESUNCOOK TO HARVEY, 81-217 MILES.

ESTIMATE FOR 136 MILES OF RAILWAY.

Description of Work.		Quantities.	Rate.	Amount.
			$ cts.	$ cts.
Land, 12 acres per mile	Acres.	1,632	10 00	16,320 00
Clearing, close cutting and grubbing	"	1,380	25 00	34,500 00
Earth excavation, waste and shrinkage	C. yds.	2,321,823	0 30	696,547 00
Rock do	"	56,469	1 50	84,704 00
Loose rock	"	58,456	0 50	29,228 00
Fencing (as per Schedule)	L. rods.	28,824	1 25	36,030 00
1st class masonry, 36 bridges	C. yds.	8,760	12 00	105,120 00
Culvert masonry, 317 structures	"	12,600	7 50	94,500 00
Steel or iron superstructure in 15 large bridges, 40 to 160 span	Feet.	1,450	60 00	87,000 00
Steel or iron superstructure in 21 small bridges, 20 to 30 span	"	525	25 00	13,125 00
Timber in cattle guards	Ft. B.M.	122,640	20 00	2,452 00
do bridge flooring	"	379,900	30 00	11,400 00
Ties, 2,640 per mile	No.	359,040	0 20	71,808 00
Rails and fastenings, 104 tons per mile	Tons.	14,144	30 00	424,320 00
Track-laying	Miles.	136	250 00	34,000 00
Sidings, including superstructure, 5 per cent	"	601	7,200 00	48,960 00
Ballasting, 3,000 cubic yards per mile, at 30 cents	C. yds.	136	900 00	122,400 00
11 passenger stations	Each.	.....	1,500 00	16,500 00
10 water do	"	.....	3,000 00	30,000 00
10 wood do	"	.....	400 00	4,000 00
2 engine do	"	.....	15,000 00	30,000 00
Machine shops	"	.....	.....	20,000 00
10 per cent. contingencies on $2,012,914, say		.....	.....	201,086 00
				2,214,000 00
Average per mile		.....	.....	16,279 00

VERNON SMITH, C.E.

Bucksport, Me., 26th February, 1885.

Sir,—I have the honor to submit a brief report of surveys which have been made with a view of obtaining a short line of railway between Montreal and the Eastern Provinces of the Dominion.

These surveys extend from a point upon the International Railway—to which the roadbed has been completed—and which is 8 miles easterly from the west line of Maine to Mattawamkeag, a town upon the Maine Central Railroad, and near the confluence of the Penobscot and Mattawamkeag Rivers.

The distance by these surveys is 135½ miles, of which 69 miles are carefully located; the remaining 66½ miles are located upon the map from a carefully run preliminary line.

The survey follows closely the waters of Moose River from near the boundary line to Moosehead Lake, thus obtaining generally very light grades, there being a fall of about 350 feet in following this valley some 50 miles. The alignment is favorable, and the cost of constructing the roadbed upon this portion of the route would be comparatively light.

A prominent characteristic of the proposed route is the crossing of Moosehead Lake. This large and picturesque sheet of water has been considered by engineers a formidable obstacle in the way of a short line from Lake Megantic to Mattawamkeag, necessitating a long detour in order to pass either south or north of it. Fortunately there are two islands lying some 12 miles from the south end of the lake and extending nearly across it, which suggested the idea of crossing the lake, and thus saving a long detour to the south. The survey and soundings show that the crossing of the West Narrows from the mainland to Deer Island is 400 feet in length, with a depth of but 5 feet at the ordinary stage of water. There can be no objection to filling in the greater part (if not, in fact, the whole) of this crossing.

The main channel of the lake is between Deer and Sugar Islands, and is 2,400 feet in width with an extreme depth of 34 feet at the ordinary stage of water. A draw-bridge would be required here for the passage of the small steamers which navigate the lake when free from ice. There has not been an opportunity to examine critically the nature of the bottom, but indications are that it is a firm gravelly deposit, which would furnish a good foundation for piers and make it practicable to drive piles, if thought desirable to do so, in the construction of a bridge.

The East Narrows, between Sugar Island and the mainland, is 650 feet wide with an average depth of about 6 feet at the ordinary stage of water. The greater part, if not all, of this crossing can be made by an embankment. A draw-bridge might be desired to admit of direct water communication between Lily Bay and Greenville, but in my opinion the exigencies of the case do not demand it.

The saving in distance effected by thus crossing the lake, instead of skirting the south end of it, is in the vicinity of 13 miles, of which several miles would require a large amount of earth and rock work.

After crossing the lake the line surveyed skirts Lily Bay, and climbing the northerly slope of Lily Bay Mountains reaches the summit between the lake and Roach Pond at an elevation of 325 feet above Moosehead Lake. This elevation can be attained with a grade of 53 feet per mile, and a light profile.

Leaving Roach Pond upon the north, the survey passes near the Lyford Ponds—where the highest elevation is reached—and farther on the ponds which form the source of the west branch of Pleasant River. Then, striking the head waters of the east branch of Pleasant River, the line follows down the valley of that stream some 17 miles, reaching the foot of the grade at the crossing of Wangan Brook. This line was run with a view of adopting a maximum grade of 66 feet to the mile, but the topography and distance indicate that a lighter grade can be used in the location. I have, therefore, laid upon the profile a continuous grade of 1·07 feet per 100 feet, or 56½ feet per mile, for 12½ miles, and for 4⅙ miles a grade of 53 feet per mile, with 2,000 feet of level grade between them. It is possible that the 1·07 grade can be reduced still further by increasing the length of the line at Mountain Brook. It is also possible

that an entirely different line might be obtained, giving a little more distance, by following another branch of the river, which runs several miles north of the branch followed, but heads near the same point. This long grade is the chief drawback to this route, though not so objectionable as it would be if opposed to the anticipated traffic from the West. However, all efforts and investigation made with a view to discovering a lower summit upon this general route have been unavailing.

Leaving Pleasant River valley, the line runs in a generally easterly direction over an undulating surface, with no very long grades, though the topography of this section of country necessitates considerable curvature in the alignment at some points. Grades of one foot per station can be adopted with perhaps one exception—that upon the east side of Mud Brook between stations 970 and 1,115. There is some question whether the distance necessary for a one foot grade can be obtained here, and I have laid a 1·10 per 100 feet grade upon the profile, to which the location can be adapted.

You will notice that the elevation of Mud Brook is but about 150 feet above the crossing of Penobscot River. This fact suggests the idea of following the Penobscot from Mattawamkeag to near the outlet of Hollesemic Lake, and then by that stream to the foot of the lake and connection with present survey. I believe this route would be little, if any, longer, and would avoid several summits and maximum grades. I should advise trying this route before making a final location.—(See Burpee's Report.)

While (with perhaps the two exceptions referred to) a grade of 1 foot per station would not be impracticable upon the section surveyed by Mr. Burpee, there is no doubt that a maximum grade of 1·25 per 100 feet would be much more economical to adopt in the construction of the road, as it would allow more scope in location, require less curvature, and enable the engineer to make some choice of ground best adapted to a good roadbed. Near Mattawamkeag, the Penobscot is crossed, requiring a bridge of some 450 feet in length. No unusual problem is presented here, as water is shallow and bottom firm.

With a view to finding a more direct route from the foot of Moosehead Lake easterly—and avoiding the elevation passed over in the vicinity of Lyford Pond and Roach Pond a survey was made beginning at West Cove.

The first attempt by way of Wilson Pond encountered an elevation of some 300 feet above Moosehead Lake, from which it would be very difficult, if not altogether impracticable, to descend to the valley of Pleasant River.

This line was therefore abandoned and the alternative of following down Wilson Stream was tried. The first opportunity to leave the valley of this stream occurred near the south line of Elliotsville township and the position of Ship Pond and the Benson Mountains forced the line south of the north line of Bowerbank township. A connection was made with the Bangor and Katahdin Iron Works Railway on Pleasant river, about three miles below the Katahdin Iron Works. This causes a long detour to the south greatly lengthening the line, besides bringing it into undesirable proximity to the Bangor and Piscataquis Railroad for several miles; consequently this route was given up and all efforts applied to completing the survey by way of Deer and Sugar Islands.

This change of plan brought the work so late in the season that, though pushed as rapidly as possible, with large parties, the survey was not completed until January 1st. Since that time the work of preparing the maps and profiles for submission to your department has been forwarded as rapidly as possible.

Between the survey shown by the accompanying maps and the survey last described, there is a very broken, mountainous region, containing the iron works range of mountains and the deep gorge of the west branch of Pleasant River, known as the "Gulf." Through this section it is useless to look for a practical railroad route with moderate grades.

CHARACTER OF THE COUNTRY.

The country through which this survey extends is, with few exceptions, heavily wooded, and opportunities for investigating the material of the surface has been

limited. As reported by the different engineers in immediate charge of the surveys, a gravelly soil, mixed with more or less rock and boulders, forms a large proportion of the ground passed over. At a few points ledges are reported, but are largely avoided in the location.

Materials suitable for ballast appear at convenient intervals upon the whole route. With the limited time at my disposal, I shall not attempt an estimate of quantities or cost of construction, and presume it is not desired. The profile will enable you to judge of the quantities in a general way, or to have estimates made in your office. Neither do I understand that the quantities to be moved in construction are a factor of any great importance, as far as your Department is concerned. The length of the route, the grades to be overcome, and the alignments to be passed over by all trains, after the road is constructed, I apprehend to be the considerations which will influence your opinion of the relative claims of these surveys. However, it is my opinion, based upon careful observation of the profiles, without any calculations, that the earthwork quantities will average less than 20,000 cubic yards, and that a careful adjustment of grades may bring the quantities within 18,000 cubic yards per mile upon the first 70 miles.

Upon the section surveyed by Mr. Burpee, it would be difficult to even approximate the quantity of earthwork until the location is actually made. The amount of earthwork will be affected largely by the grades adopted.

While I have thought that the quantities would not exceed 20,000 yards per mile if 66 foot grades were used, limiting the grades to 53 feet per mile would undoubtedly increase the quantities from 25 to 50 per cent. upon the maximum grades.

The amount of rock work is largely speculative, but I judge Mr. Burpee's estimate upon the section surveyed by him to be ample for the whole; viz., 800 to 1,000 cubic yards per mile.

As regards the cost of bridging the main channel of Moosehead Lake, no estimate can be approximated until a decision is first reached as to the general character of the structure. Undoubtedly, wooden piers filled with stone surmounted by a wooden superstructure could be constructed for a comparatively small sum, and would withstand the action of water and ice (there being little or no current in the lake), while shapely stone piers, surmounted by long spans of iron or steel, would require the outlay of a large sum.

In accordance with recent legislative action the character of the structure is to be subject to the approval of the State Railroad Commissioners.

Accompanying this report are maps upon a scale of 400 feet to the inch, and profiles made upon "Plate A" paper; also the report of Mr. Moses Burpee, upon survey from Mattawamkeag to Roach Pond.

All of which are respectfully submitted.

PARKER SPOFFORD,

Engineer in Charge of Surveys European and Short Line Railway.

COLLINGWOOD SCHREIBER, ESQ., Chief Engineer and

General Manager, Department Railways and Canals, Ottawa.

SHORT LINE RAILWAY—FROM INTERNATIONAL RAILWAY TO MATTAWAMKEAG, 135½ MILES.

TABLE OF GRADIENTS.

—	Level in Miles.	Ascending Easterly. Rate per 100.										Ascending Westerly. Rate per 100.									
		20	30	40	50	60	70	80	90	100	110	20	30	40	50	60	70	80	90	100	110
0 to 10	3·91	·18	·58	.....	·19	.....	·28	·62	.....	.....	.....	.....	·29	.....	·97	.....	·57	·69	.....	1·72	.....
10 to 20	3·66	.....	.....	.....	·87	·48	.....	1·47	.....	·47	.....	.....	.....	.....	·45	.....	.....	·07	.....	2·53	.....
20 to 30	3·88	·67	·19	.....	1·02	·38	.....	·54	.....	.....	.....	.....	.....	.....	1·09	·48	·38	·68	.....	·69	.....
30 to 40	4·29	.....	·38	.....	·68	.....	.....	.....	·57	·18	.....	.....	·30	·04	1·59	·66	.....	·47	.....	·84	.....
40 to 50	1·60	.....	.....	.....	.....	·07	.....	·26	·97	2·29	.....	·29	.....	·39	·48	·89	.....	.....	1·21	1·57	.....
50 to 60	2·61	·38	.....	·48	.....	.....	.....	·12	.....	2·68	.....	.....	.....	.....	.....	·46	.....	·38	1·20	1·69	.....
60 to 70	2·19	.....	.....	·67	·15	.....	.....	·28	.....	5·80	.....	.....	.....	.....	.....	.....	.....	.....	.....	·97	.....
70 to 80	2·99	·43	·76	.....	.....	.....	.....	.....	.....	3·92	.....	.....	·23	·51	.....	·78	.....	.....	.....	·38	.....
80 to 90	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	·49	.....	.....	.....	.....	.....	·57	9·00
90 to 100	·38	·76	.....	.....	.....	.....	.....	.....	.....	1·21	.....	.....	.....	.....	.....	.....	.....	.....	.....	4·17	3·48
100 to 110	·77	.....	.....	.....	.....	.....	.....	.....	.....	2·55	1·70	.....	.....	·15	.....	.....	.....	.....	.....	4·83	.....
110 to 120	·84	.....	.....	.....	.....	.....	.....	.....	.....	1·17	2·35	.....	.....	.....	·34	.....	.....	.....	.....	5·30	.....
120 to 130	1·13	.....	.....	·22	.....	.....	.....	.....	.....	1·81	·40	.....	.....	.....	·45	.....	·39	.....	.....	5·60	.....
130 to 135½	1·05	.....	.....	.....	.....	.....	.....	.....	·85	1·14	.....	.....	·09	.....	.....	.....	·19	1·20	.....	·98	.....

SHORT LINE RAILWAY—FROM INTERNATIONAL RAILWAY TO MATTAWAMKEAG, 135½ MILES.

TABLE OF CURVES.

Mileage.	Tangents.	Degrees of Curvatures.					
		1°	2°	3°	4°	5°	6°
	miles.	miles.	miles.	miles.	miles.	miles.	miles.
0 to 10	6 40	·13	·69	.....	1·30	·53	·95
10 to 20	6 73	.....	·57	·72	·56	1·12	·30
20 to 30	6·73	.....	·92	·23	1·38	·60	·14
30 to 40	4·81	.....	1·20	·66	1·71	1 26	·36
40 to 50	6 16	·76	·81	·28	·96	·51	·52
50 to 60	6·60	.....	·51	1·14	1·10	·65	.....
60 to 70	7·45	·38	·49	1·06	·36	·26	.....
70 to 80	5·43	·58	1·42	·98	.....	1·59	.....
80 to 90	4·26	·53	1·62	1·19	·84	1·56	.....
90 to 100	4·13	.....	1·02	1·24	1·66	1·95	.....
100 to 110	5 38	·19	1·30	1·13	1·11	·89	.....
110 to 120	6·21	·15	1·00	1·18	61	·85	.....
120 to 130	5 74	.....	1·85	·77	·59	1·05	.....
130 to 135½	4·00	·05	·10	·33	·40	·62	.....
	80 03	2·77	13·50	10·91	12·58	13·44	2·27
Percentages	59·	2·	10·	8·	9·	10·	2·

SHORT LINE SURVEY.

REPORT ON SURVEY FROM MATTAWAMKEAG TO MOOSEHEAD LAKE.

The survey of the "Short Line" from Mattawamkeag to Moosehead Lake was begun at Mattawamkeag, by Mr. Spofford, about the middle of October, 1884. I was engaged to take his place about a week later, at which time he had about 6 miles located. The line starts from the Maine Central Railroad, east of the Mattawamkeag bridge, and crosses the Penobscot River a little more than one mile from the junction. Thence, in nearly a westerly course, through Woodville township to the crossing of the Lincoln and Medway road. The general plan was to follow as near as practicable the survey made by Mr. Middleton in 1882. After a careful examination of his maps and profiles, I concluded that a better line could be found a little farther north and nearly parallel to that survey, thus avoiding crossing a number of streams and ridges which were shown on his profile, as it would be near or on the watershed of the main ridge around which the Penobscot river bends, flowing easterly on the north side and turning south, finally taking a southwesterly and westerly course after receiving the waters of the Mattawamkeag River. This main ridge is cut across by streams, some of them flowing north, and others flowing south; for instance, near the eastern part of the survey the line crosses the Ebbos stream flowing south and the Pattagumpas flowing north but a comparatively short distance from each other.

Farther west the streams do not interlock and there is a smoother country at their heads than can be found by crossing them lower down.

With this idea, when necessary to diverge from the general course of the survey, I turned northward.

After crossing Hay Brook in Township No. 2, Range 7, which flows south into outlet of Midumkeunk Pond, the line strikes a long high ridge which extends to the south and north at right angles to the course of the line two or three miles in either direction. The line turns northerly here, and rising by a maximum grade in about two miles reaches a pass in the ridge, through which it turns again to the west, and takes as near as possible a direct course to the foot of Nollesemic Lake, through Township A, Range 7, and East Hopkins Academy Grant. On this ground we have a good line with light quantities, excepting the crossing of Mud Brook, a branch of the Nollesemic, where there is considerable curvature and a heavy embankment.

I would, however, recommend that a line be surveyed which would cross the Penobscot River after leaving Mattawamkeag 3 or 4 miles above the present proposed line, and gradually leaving the Penobscot River, rejoin the survey at or near the foot of Nollesemic Lake. This would avoid the ascent of a long maximum grade and some heavy work and bad alignment, and save a mile and perhaps more, in distance.

From Nollesemic Lake westward, through the West Hopkins Academy Grant and "Long A" township, the grades are undulating, and though there is a good deal of curvature the curves are not sharp.

Here, there is a considerable detour, which I think can so far be straightened out as to save a half mile of distance.

At about the western boundary of "Long A" we are opposite the south end of Jo Mary Lake, and at the north end of Greenleaf ridge, which extends to the south about six miles without any break. To carry the line south of this ridge would bring it about opposite the east side of Upper Ebeeme Pond, which receives on its west side the east branch of Pleasant River, and at its northern end the Wangan Brook, a sluggish stream which heads about three miles north of the Pond and about two miles south of Jo Mary Lake. Very near the head of Wangan Brook another brook rises and flows into Jo Mary Lake. There is, therefore, a valley extending from Jo Mary Lake to the Upper Ebeeme Pond, which the line must cross, and this crossing is made at the highest point available, about two miles north of Upper Ebeeme Pond, and the line immediately begins the ascent towards the watershed between the Penobscot and Kennebec Rivers, which rise amounts in all to about 950 feet.

The only course open, as giving the proper distance in which to make the rise, is by the east branch of Pleasant River, through Townships B, in 10th and 11th Ranges. This is the only course also which gives only one summit to cross instead of two or more.

After crossing Wangan Brook Valley, the line ascends along the base of Philbrook Mountain, and reaches the east branch of Pleasant River, at the head of the "Gauntlet," a fall of about 80 feet. The grades on this section are good.

From Upper Ebeeme Pond to head of Gauntlet, the rise is 315 feet, and the distance about 4 miles. This feature precludes the location of a route by the way of Upper Ebeeme Pond, as the grade required would be nearly 80 feet per mile, and the maximum allowed us being 66.

Crossing the east branch of Pleasant River at the head of the Gauntlet, by a bridge not more than 100 feet span, the line follows the south side, gradually gains higher grounds and keeping also south of "B" Stream, a branch of east branch of Pleasant River, and south of "B" Pond skirting the lower slopes of Saddle Back, and Spruce Mountains. Thus passing the heads of streams flowing into B Pond and crossing a low ridge at the foot of Whitecap Mountain the line reaches the "West Branch Ponds" on west branch of Pleasant River, and has passed its highest point.

The worst grade on the line is on the section from east branch crossing to this summit, rising 740 feet in 67,600 feet, corresponding to an average rate of about 57 feet per mile. I think it possible to reduce this rate by slightly increasing the length of line. Probably a location could be made on a 55 feet per mile grade. There is a chance to lengthen the line at Mountain Brook on the south side of B Pond. There is quite a detour in the line surveyed, but by lengthening the line, the grade could be eased and some quantity of grading saved.

The summit above mentioned is higher than the crossing of the main water shed which is found between Lyford Ponds and Roach Pond.

The line traverses the south side of Upper West Branch Pond and passing to the north of the lower pond runs thence north-westerly to head of Lyford Pond, thence northerly to head of Lower Roach Pond, in Township A, Range 13, thence westerly along the southern shore of Roach Pond to connect with line running easterly from Moosehead Lake by Mr. Nickerson. The distance by the projected location from Mattawamkeag is 65 miles, and the total distance from Mattawamkeag to Lennoxville by located line 224½ miles. As I have before mentioned however I think

this capable of being reduced at least by 1½ miles. The point on line from west to which I have calculated the distance is Station 8416.

The line passes through a country well wooded and containing a fair amount of very good soil, although most of it is rather stony. Along the eastern part there is still a good deal of hemlock, and in the vicinity of B and West Branch Ponds a large amount of very fine spruce. There is also a great deal of hardwood of every kind along the whole line. Much of the valuable timber in Long "A" Township has been destroyed by the gale of 1883.

For purposes of construction, there can be found timber, granite and ballast in sufficient quantities and conveniently located along the whole line.

The earthwork quantities will not, I think, exceed 20,000 cubic yards per mile, this including rock, which probably will not be more than 800 or 1,000 cubic yards per mile. There will be few deep cuts, and the line will be easily kept clear of snow drifts.

The maximum grade used is 66 feet per mile, and the minimum radius of curvature 1,146 feet. It has not been found necessary to exceed the limit.

The only bridges of importance are the Penobscot River, about 500 feet long, and the east branch of Pleasant River, 100 feet long. There are about thirteen or fourteen others, varying from 20 to 50 feet span.

Owing to the lateness of the season when the survey was commenced, and the necessity that it be finished before the end of the year, it was impossible to make in the two months at my disposal so careful a survey of the country as should be done, and I would say that, although I have found a practicable line, I have no doubt that I could improve it materially by carefully examining the country, and correcting the location as required.

The effects of the gale of 1883 made our work slower and more dangerous, as well as much more difficult. I found it necessary to keep a larger number of axemen than usual, both on account of the "blow down" and on account of being obliged to pack our outfit when moving camp, which we had to do for 16 miles.

The topographical features of the country along the survey were fully and carefully noted, to be used in projecting a location upon the map after the survey was plotted. A dotted line upon the profile shows the profile of the projected location, as deduced from the notes, and the heavy red line shows on the map the location. Many diversions from the most desirable course were necessarily made on account of the blow down. Owing to such, a fairer idea of the country will be gained by taking the profile of projected location instead of the profile of preliminary survey as a guide.

MOSES BURPEE,
Engineer in Charge of Survey.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer Government Railways, &c., &c.

OTTAWA, 23rd March, 1885.

SIR,—Acting on your instructions of the 16th July last, I have made a careful instrumental survey of the line running up the south branch of the Rivière du Sud, designated as line No. 2 in the report on the barometrical reconnoissance of July last.

The initial point of the survey is on the line of the Intercolonial Railway, 4·12 miles west of St. Charles station and 12 miles east of Chaudière Junction.

An alternative starting point presents itself, which, with a view to accommodate traffic between Quebec and Levis, might leave the Intercolonial Railway immediately east of St. Charles station, instead of 4 miles west of it. Trains could thus run on either the main line to Chaudière or the branch to Levis. The eastern connection lengthens the line about one mile, but saves 3 miles of construction.

From the first named point the line runs nearly east 14·22 miles to a point near the village of St. Raphael, there attaining an elevation of 257 feet above the initial

point. Near the 15th mile, the line crosses the Rivière du Sud, a shallow stream full of boulders, which would require a bridge with two spans of 100 feet each, at an elevation of 75 feet above the water level. The work would be light on this length, the gradients easy and the curves of large radius. The earth is generally a sandy loam interspersed with boulders, little if any, solid rock being apparent.

From the above crossing the line of survey follows the course of the Rivière du Sud, to the 27th mile, at which point it turns abruptly to the south, up the valley of the Rivière aux Pins, following that river to its source, where the height of land on the south side of the St. Lawrence is passed on the 39th mile, at an elevation of 1,459 feet above the initial point. This line between the 14th and 39th mile did not prove so satisfactory as was hoped. Following the valleys of the rivers named, and being confined within comparatively narrow limits, by their abrupt banks, the alignment is tortuous and the grades irregular, and in some places rising rapidly with the stream, while in others the ground is comparatively level. On ascertaining this fact, a number of cross-sections were taken at intervals, extending beyond the south side of the river; a gently rising side hill here gradually ascends to a height of several hundred feet, extending longitudinally, and for the greater part, parallel to the line, from the summit, somewhat further than the 14th mile.

Another line (marked in blue on the small scale map) was traced by means of the cross-sections taken on the side hill, this gave good results; moderate work; minimum curves of 4° (1,432 feet radius) and no grade exceeding 52·8 feet per mile.

The grade can be reduced to 45 feet per mile by turning south up the south-west branch of the Rivière aux Pins for about half a mile, crossing the stream, and returning down the western bank, by these means gaining the additional distance required for the easier grade.

This change would necessitate additional height to the viaduct over the north-west branch of the Rivière du Sud, leaving the remaining work practically unchanged, as the sloping ground would admit of any grade down to 40 feet per mile.

The maximum 52.8 grade shown on the profile is 14·37 miles long. From the north-west branch of the Rivière du Sud to the foot of the incline the grade is 39 feet to the mile, with minimum curves of 4° (1,432 feet radius), the aggregate length of these grades is 25 miles, and the work will be comparatively easy on the whole distance, three trestle bridges, each about 1,000 feet in length and 70 feet in depth in centre, being the only important structures required.

The adoption of the line *via* St. Charles station would necessitate another trestle bridge (1,500 feet in length and 100 feet in depth in the centre) over the River Boyer, near the station; the rest of the work would be of a simple character.

After passing the summit the line descends gradually south-easterly to the head waters of the River St. John, with varying gradients, none exceeding 52·8 feet per mile and minimum curves of 4°.

The earthwork here will be the heaviest on the division, averaging about 27,734 cubic yards per mile.

The international boundary is passed on the 58th mile near the River Daagwam, a tributary of the St. John. It is a shallow stream with boulder bed, requiring two spans of 60 feet each, 25 feet above water level.

From the crossing of the Daagwam to the south-west branch of the River St. John the line is straight, and the ground practically level, the latter stream is also quite shallow with low banks and a boulder bed, two spans of 100 feet each 35 feet above the water level are required here.

From the St. John the line was run as nearly direct as possible to the discharge at the north end of Yule Lake between the 78th and 79th mile. This stream will require a bridge of fifty feet span laid 20 feet above the water. From the discharge the line was carried to the dam at the foot of Churchill Lake on the Alleguash River, the terminating point of the survey. The Alleguash is shallow with boulder bed, similar to the St. John, it will require two spans of 100 feet each, 30 feet above the water. The entire distance surveyed from the initial point on the Intercolonial Railway to the River Alleguash is 96·54 miles; this distance is

shortened about 4 54 miles, by changes in the line, reducing the actual length to 92 miles, or about 5 per cent longer than an air line between the points.

By inserting a tunnel 3,500 feet in length at Robber Street a mile more can be saved, reducing the distance to 91 miles. This has not been taken into consideration.

The distance from the initial point west along the Intercolonial Railway to Chaudière Junction is 12 miles, making about 104 miles from Chaudière Junction to the Alleguash River. Of this distance 69·59 miles are in the Province of Quebec, and 34·41 miles in the State of Maine, 92 miles will have to be constructed.

The portion of the survey between the Rivers St. John and Alleguash was not so satisfactory as could have been desired. A summit of 350 feet, ascending east, was found between the rivers, which cannot be overcome on the line surveyed with grades of 52·8 feet per mile. Two dotted lines are shown on the small scale map, by either of which these, and perhaps easier grades, can be obtained. Of these two dotted lines, the one best calculated to reduce this grade is that running south from the River Daagwam, intersecting the Yule line west of its crossing of the south-west branch of the River St. John, passed at this point approximately at 100 feet higher level than on the line surveyed. The ascent is thus practically modified, and the desired grades obtained.

This line would have been surveyed on the return of the party but for the lateness of the season (November). The snow, which had already fallen to a depth of 15 inches on these high places, was hourly becoming deeper. The party were without snow-shoes, and were 60 miles from the nearest settlement; moreover, the "cachés" of provisions left at intervals had been robbed, leaving no alternative but to abandon the woods as quickly as possible, or risk starvation.

In order to avoid the summit mentioned, another line was examined and its height estimated by the barometer. It runs some distance north of the line surveyed, crossing the St. John River near "Seven Islands." A line generally direct and level can be obtained between the rivers, with a summit not exceeding 40 feet in height. As this survey proved satisfactory, the western end of the line was also examined. It was established, by spirit level, that the height of land immediately south of the St. Lawrence, in the Province of Quebec, could be passed some 8 miles further east, at Lac Boillard, 200 feet lower than on the line surveyed *viâ* Rivière aux Pins. This line, *viâ* Lac Boillard, leaves the north-west branch of the Rivière aux Pins near the surveyed line at the 25th mile and the head of the 39 feet grade.

It is possible that this grade may be continued all the way, owing to the lower altitude of the Lac Boillard summit. The portion between the summit and "Seven Islands," a distance of some 30 miles, also descends gently, through a country favorable for railway construction.

This northern line and the line instrumentally surveyed, measure the same distance respectively (on the accompanying map), from St. Charles station to a common point on the Moosebec River, from which point an extension eastward could be made as readily as from the line surveyed. Owing to the more level character of the country, which requires much less angular deflection, the distance would be lessened by this line about 4 miles, while for purposes of heavy freight the lower summits it passes over will virtually shorten it many miles.

The fact that this line runs, for some 20 miles, only a short distance from the international boundary, would render it more useful to the Province of Quebec than one passing at a greater distance, as it would be the means of opening up several fertile and inaccessible parishes in the eastern section of the Province, while owing to its distance from any of the centres of trade in Maine, the northern part of that State, including the fertile Aroostook Valley, would be made tributary to the Dominion.

COMBINATION LINE.

I beg leave to direct attention to line (marked No. 3 on the general map), which was explored as far as the summit and favorably mentioned in my report on the reconnoissance made in July last. Starting from Chaudière Junction, it would tra-

verse the valley of the Etchemin and Famine Rivers to the height of land near the village of St. Justin. This summit is 950 feet above the starting point at Chaudière Junction, or 509 feet lower than the summit on the line surveyed by Rivière du Sud. From St. Justin, the line would continue its course south-east, and nearly direct, to the vicinity of the head of Lake Chesuncook, from whence it would connect with the line surveyed during the past season between that lake and Canterbury. From data on hand there is reason to believe that grades not exceeding 35 to 40 feet to the mile can be easily obtained, in both directions, by this route from Chaudière Junction to Canterbury.

This line appears to me to possess advantages peculiar to itself, which I have deemed it my duty to point out in a special report.

I submit an estimate of cost of line by Rivière du Sud, in the Appendix No. 1. I am quite satisfied that the cost of the line *viâ* Etchemin to Chesuncook would be somewhat less in amount, as the country is better, the grades easier, and the work lighter. I am unable to make a detailed schedule of quantities for the whole distance, from the data on hand. Of 96 miles of the line surveyed, only 39 miles may be said to be approximately located.

I have taken out the quantities on the 39 miles, where an approximate location has been established; these calculations give a full average, which may be applied to the whole mileage, and can be accepted with confidence, as representative of the whole work.

Where quantities could not be obtained, as in solid rock, loose rock and masonry, the same average per mile was taken as was experienced on the Miramichi District of the Intercolonial Railway, which passes over a similar country.

According to this estimate the cost of the road fully equipped with stations, shops, wood sheds, water service, &c., &c., with the exception of rolling stock, would be $24,841 per mile. (See Appendix No. 1.)

The plans and profiles accompanying this report are given in Appendix No. 2.

The field work done this season consists of four lines barometrically examined, viz.: The direct, the Yule, the Rivière du Sud, and the line by the Seven Islands, including some supplementary examinations rendered necessary, aggregating 573 miles. The lines instrumentally surveyed, including off-sets and cross-sections, amount to 207 miles, making 780 miles in all. (See Appendix No. 3.)

Tables of grades and curves are given in Appendix 4.

It will be seen on examining these tables that 2·05 miles of curves have been put down at 6°. As they can be reduced to 4° by a reasonable expenditure of earthwork, I have so rated them in the report.

The part of the line surveyed through the Province of Quebec passes its whole length through the Counties of Bellechasse and Montmagny.

After leaving St. Charles it passes near the thriving villages of St. Gervais, St. Raphael, Armagh, Lafayette, St. Paul du Bûton and St. Magloire.

The greater part of this distance, even up to the crown of the summit, is under a fair state of cultivation.

The land, although in some cases stony, is generally good and well watered, fit either for grazing purposes or the raising of cereals. After crossing the summit all settlement ceases, although the climate is milder and the lands on the southern slope are of better quality, well fitted for settlement, and covered with forests of fine spruce, intermixed with ridges of large birch, maple, elm and other hard woods, which extend to the international boundary.

After entering the United States the same description of land and fine timber extends throughout to the River Alleguash. Here there are no settlements. The lands are all in the hands of lumberers, who, from an experience of the disastrous fires caused by the farmers, discourage all settlement. These lumbermen import most of their supplies required for the north-western part of the State from Quebec by St. Jean Port Joli, and Seven Islands. The north-eastern portion comes from St. John, N. B.

A railway constructed on any of the lines here mentioned would pass through the finest timber lands in Maine, and would certainly do all the business of this fine country in the way of transport of supplies; and the sawn lumber, as well as the squared birch and other hard woods that cannot be floated, would be carried either to Quebec or St. John. A demand for such lumber is rapidly increasing, as the finer woods, such as walnut and pine, are rapidly disappearing. This would have the effect of virtually making the country tributary to the Dominion. (See Appendix No. 5.)

I cannot conclude without expressing my appreciation of the efficient assistance rendered me in the prosecution of the survey by my principal assistant, Mr. Edwin Forse, C. E., who has done everything in his power to make the examination a success.

I would also speak of the willing services of the other members of the force, Messrs. O'Sullivan, Cunningham, F. Forse, O'Donnell, Guay, Oliver and Perrin, who have one and all executed their various tasks with intelligence and zeal, and to my entire satisfaction.

The service was an arduous one, being prosecuted through a country—the last 60 miles of which was entirely wild,—destitute of roads and other means of transportation, where the barest necessaries only were carried by portageurs.

I have the honor to be, Sir, your obedient servant,

A. L. LIGHT.

APPENDIX No. 1.

QUEBEC TO ALLEGUASH, 92 MILES.

ESTIMATE of Line, *viâ* the Rivière du Sud, running south of Lakes Yule and Churchill to the Alleguash River.

Description of Work.	Quantities.	Price.	Amount.
		$ cts.	$
Right of way and damages, say			20,000
Clearing, 80 miles, 100 feet wide. Acres.	970	25 00	24,250
Embankment, 10 per cent. added C. yds.	2,514,000	0 30	754,200
Rock excavation "	122,176	1 50	183,264
Loose rock excavation "	323,840	0 50	161,920
Fencing, 30 miles. L. rods.	19,200	1 25	24,000
1st class masonry C yds.	8,000	12 00	96,000
2nd do "	5,000	8 00	40,000
Culvert masonry "	13,000	5 00	65,000
Ties, 2 ft. centres No.	242,880	0 20	48,576
Rails and fastenings Tons.	9,568	30 00	287,040
Track Laying Miles.	92	250 00	23,000
Ballast C. yds.	276,000	0 30	82,800
Steel bridging L. feet.	700	60 00	42,000
do trestles "	3,000	40 00	120,000
Timber in cattle guards Ft., B.M.	125	20 00	2,500
Passenger and freight stations No.	9	1,500 00	13,500
Wood sheds "	9	400 00	3,600
Water tanks, with pumping engines complete "	5	3,000 00	15,000
Engine house, 12 stalls "	1		15,000
Machine shop and fixtures "	1		20,000
Sidings Miles.	5	7,200 00	36,000
			2,077,650
ADD—Contingencies and engineering, 10 per cent			207,765
Total estimated cost for 1st class road, as above			2,285,415
Average per mile			24,841

APPENDIX No. 2.

The maps and profiles which accompany this Report consist:

1st. Of a map and profile, on the same sheet, of the whole line on a scale of 1,000 feet to the inch horizontal, and 100 feet vertical.

2nd. A topographical map of 400 feet to the inch, showing an approximate location of 65 miles and the general character of the country in the immediate vicinity of the line, the rivers, mountains, &c.

3rd. A profile on the same horizontal scale of 400 feet to the inch and 20 feet to the inch vertical.

4th. A map and profile of the country between the Rivers St. John and the Alleguash—scale 5000 feet to the inch horizontal and 100 feet vertical, showing the line and profile as surveyed over the intervening summits, also two dotted lines where better grades can be obtained, further showing the grades that can be obtained east and west of the St. John River, near Seven Islands.

5th. Taché's map of the Province of Quebec, on a scale of 14 miles to the inch, showing in general all routes which have been examined.

APPENDIX No. 3.

BAROMETRICAL OBSERVATIONS GENERALLY WITH TWO ANEROIDS.

	Miles.
Direct line, Chaudière Station to Alleguash River	100 00
Yule do do do	114 00
Rivière du Sud from St. Charles Station do	96 00
Rivière aux Pins *viâ* Seven Islands to Moosebec	85 00
do do do St. Magloire and River Daagwam	25 00
From River Daagwam across portage to S. W. St. John	10 00
Daagwam to St. Justin Summit (spirit levels)	12 00
St. Magloire to North West branch of St. John River	10 00
From forks of S.W. up do and up South branch St. John R.	25 00
From dam at Churchill Lake to Chamberlain Farm	25 00
Around South end of Yule Lake	7 00
From Churchill Dam to Harvey's,—foot of Unsaskis Pond.	18 00
From foot of Unsaskis Pond to Seven Islands	14 00
From Seven Islands to Black River Lake	10 00
From Seven Islands to St. Pampile	22 00
	573 00

INSTRUMENTAL SURVEYS.

Lines chopped, chained, and levels taken and checked from—	
Four miles west St. Charles Station to Alleguash River	96 54
Off-sets on do do do / Cross sections on do do do	46 00
From Summit *viâ* Long Lake to Robber Street	15 00
From Summit to Lac Boillard and two intermediate summits	12 00
From Summit on west side Rivière du Sud north to St. Raphael including off-sets and sections	25 00
From St. Charles station to St. Raphael and to station 416	12 40
	206 94
Total number of miles surveyed and checked	779 94
Number of miles of levels checked	122 76

APPENDIX No. 4.

SHORT LINE RAILWAY—QUEBEC TO ALLEGUASH, 92 MILES.

STATEMENT of Grades proposed from 0 to 65th mile.

Distance.—Miles.	Level.	Ascending Easterly. Rate per 100.									Ascending Westerly. Rate per 100.								
		·10 to ·20	·20 to ·30	·30 to ·40	·40 to ·50	·50 to ·60	·60 to ·70	·70 to ·80	·80 to ·90	·90 to ·100	·10 to ·20	·20 to ·30	·30 to ·40	·40 to ·50	·50 to ·60	·60 to ·70	·70 to ·80	·80 to ·90	·90 to ·100
0 to 10	1·21	.....	0·68	.....	.....	0·57	0·49	.....	.....	4·15	.....	.....	.....	.....	.....	.....	.....	.....	2·90
10 to 20	0·25	0·72	.....	0·28	0 57	.....	.....	5·60	.....	2·58	.....	.....	.....	.....	.....	.....	.....	.....	.....
20 to 30	.....	.....	.....	.....	.....	.....	.....	4·85	.....	5·15	.....	.....	.....	.....	.....	.....	.....	.....	.....
30 to 40	0·19	.....	.....	.....	.....	.....	.....	.....	.....	9·20	.....	.....	.....	.....	.....	.....	.....	.....	0·61
40 to 50	0·47	.....	.....	.....	.....	.....	.....	.....	.....	1·14	.....	.....	.....	.....	.....	.....	2·44	.....	5·95
50 to 60	3·21	.....	.....	.....	0·34	.....	.....	.....	.....	.....	.....	0 38	0·38	0·38	.....	.....	0·77	.....	4·54
60 to 65	3·00	.....	.....	0·47	.....	0·68	.....	.....	.....	.....	0·28	.....	0·57	.....	.....	.....	.....	.....	.....
	8·33	0·72	0·68	0·75	0·91	1·25	0·49	10·45	.....	22·22	0·28	0·38	0·95	0·38	.....	.....	3·21	.....	14·00

Of the remaining distance to the Alleguash, 28 miles, probably *one-half* will require a maximum grade of 1·00 per 100, but this maximum will probably not be required at any one place for a greater distance than 5 miles.

EDWIN FORSE.

APPENDIX No. 4—*Continued.*—SHORT LINE RAILWAY—QUEBEC TO ALLEGUASH.

STATEMENT showing Approximate Alignment from 0 to 65th Mile.

From—To.	Tangents.	Curves.					Total Miles.
		2°	3°	4°	5°	6°	
		Rad. 2865'	Rad. 1910'	Rad. 1432'	Rad. 1146'	Rad. 955'	
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
0 to 10.....	9·23	0·77	.....	.....	.....	.....	10·00
10 to 20.....	6·82	0·51	1·61	0·38	.....	0·68	10·00
20 to 30.....	6·83	0·55	1·36	1·06	.....	0·20	10·00
30 to 40.....	8·06	.....	1·60	.....	.....	0·34	10·00
40 to 50.....	7·04	0·25	1·34	0·54	.....	0·83	10·00
50 to 60.....	7·87	1·13	1·00	.....	.....	.....	10·00
60 to 65.....	5 00	.....	.....	.....	.....	.....	5·00
	50·85	3·21	6·91	1·98	.....	2·05	65·00

NOTE.—Total curvature = 22 per cent. of whole distance. Of the remaining distance to the Alleguash, 28 miles, the curvature will not exceed above average.

EDWIN FORSE.

APPENDIX No. 5.

Either of the lines crossing the Saint John River and its branches would open extensive sources of industry to the inhabitants of the valley of the Saint Lawrence as they will give a ready means of access to the sea for manufactured wood of all kinds.

The head waters of the St. John and other rivers which take their rise on the range of hills lying south of the St. Lawrence, pass not only through lands covered with a growth of hardwood, but also through or adjacent to large tracts of black spruce, which cannot be successfully utilized at present, owing to the distance which the logs have to be driven, before reaching the sea, as well as to the time required for the same; much of this timber being unable to reach the sea until the expiration of two years, and at a cost of men, driving, booming, &c., of $2 per M.F.B.M.; there is also a considerable quantity of pine left by the timber makers, as well as an enormous quantity of cedar, which railway communication will render available.

Should either of these lines be built, mills will immediately be erected on the various streams which will be crossed, and the lumber when sawn, will be delivered at much cheaper rates, as well as within less than half the time at the sea board on the St. Lawrence, by rail, than it can now be done by rivers. Hay, oats, provisions and supplies, as well as river drivers and laborers for the woods, can also be carried at so much cheaper rate than at present from the St. Lawrence as will reduce the cost of producing deals at least $1 per M.F.B.M.

REPORT ON AN EXAMINATION OF A ROUTE FOR SHORT LINE RAILWAY FROM QUEBEC TO ALLEGUASH *VIA* THE ETCHEMIN VALLEY.

OTTAWA, January 20th, 1884.

DEAR SIR,—In handing you the accompanying plan and profile,—there are a few remarks to be made in addition to the information given thereon.

My instructions were to examine the Yule route from St. Anselme, on the Quebec Central Railway to the dam at the head (outlet) of Churchill Lake. The character of the Quebec Central from St. Henri Junction to St. Anselme is not up to

the standard which could be obtained on the rest of the line followed; and further, the east side of the Etchemin above St. Anselme does not afford the same facilities as the west, and the crossing of the Quebec Central is approached by such high gradients and sharp curves as to be very objectionable. I therefore took the liberty of exceeding my instructions a little and of making in addition an inspection of a more direct communication with the Intercolonial, near Chaudière Junction, and for facility of comparison have started the mileage from that point.

Line A.—The easterly line would leave the Quebec Central about a mile north of the station at St. Anselme, and would follow along the high ground back of the river, instead of descending into the valley. No difficulty is met with until within a mile of Ste. Claire. Here a high spur from the neighboring hills forces the line close to the river. Some rather heavy work and curvature would be necessary in rounding this, and the line would then pass through the village of Ste. Claire and on to the River des Abenaquis with moderate ease. The Yule line crosses this above the falls at about one-half mile from its mouth, and the crossing is heavy and the curvature in approaching rather awkward. Once across the work is light and the line good to near St. Malachie.

Line B.—The westerly line would, after leaving the Intercolonial, pass to the south of the church of St. Jean Chrysostôme and crossing a series of swamps and gravel ridges of low elevation, to the 7th mile where it would cross two small branches of the Etchemin, and at the 10th mile would gain the banks of the river, and would then follow the latter to the 22nd mile on good ground throughout, and with very little curvature.

The gradient shown is 22 feet per mile to St. Anselme, and then 16 feet for balance. These would probably be considerably broken up in practice, but I think a maximum of 30 or 40 feet might easily be adhered to with very light work. The line would either cross here, about a mile below Les Détroits, and join the one already described, or would continue up the west bank of the river to the 38th mile, there being little difference between the two banks. The west bank would probably give rather less distance and a lighter crossing. At Détroits the river is about 250 feet wide; gravel and boulder bottom; grade about 40 feet above river, and good, straight approaches. From the 22nd to the 25th mile the valley is wide and easy, and the line would be straight and good; 25th to 32nd mile it is much more confined, and the line would be on side hill for a considerable portion of the distance, and the work somewhat heavy and the curvature continuous. From the 32nd to the 30th mile the valley is again open and the work would be light; 36th to 42nd mile the line passes along the base of the Cap à L'Orignal, a high ridge which causes a big bend in the river. The Rivière Baie Chaude, about 30 feet wide, gravel bottom, low banks, is crossed at the 32nd, and the Rivière des Fleures, a stream of about the same size and character, at the 38th, besides a number of smaller streams. At the 42nd the Etchemin itself is crossed, 80 to 100 wide, boulder bottom, and the line now follows the outlet of Lake Etchemin, a stream about 30 feet wide. Crossing this just below the lake, the line would now follow the south side of the latter, and gradually rising on side hill, with continuous but not sharp curvature and moderate work, would attain the summit and pass into the valley of the Rivière La Famine near the 50th mile, at an elevation of 150 feet above the stream. From the 50th to the 54th mile the line follows the Famine; work generally light, grade nearly level, and curvature easy. The Yule route now continues on to the north of Langevin and Monastery into the Daagwam, and follows the latter stream for some 9 miles, then crosses to the St. John valley, follows the latter to the forks, and crosses the Combined River. Thence it is shown as running direct to the north end of Churchill Lake.

This last would be impracticable with any ordinary gradients. Though something like the dotted line might be had, and would give a fair line.

My objection to it was the increased distance and the large amount of rise and fall. There being no reason to expect a lower summit between the St. John and Alleguash than that crossed, and the St. John and Daagwam Rivers being much lower than where crossed. With a view to reducing the distance of this line, I

examined the route showed on the plan as leaving that just described below Stadau, ascending the Rivière des Fleures and then the Petite Etchemin to the summit and descending again by a branch of the Daagwam to the last named stream. This is much shorter than the one we have been following, but summit would be some 200 feet higher, and grades approaching it somewhat long and heavy. It is, however, a perfectly feasible route and it is a question of the character and quantity of traffic whether the extra distance in one case would or would not be balanced by the heavier grades in the other. Cost and curvature would, I fancy, be about the same. With a view to ameliorating the line in these particulars, I thought it better to cross the Famine and passing to the west of Langevin to proceed direct to the south-west branch of the St. John; the crossing is the most considerable yet met with, being some 80 or 90 feet in height, and probably 1,000 to 1,500 feet in length. The stream itself is insignificant. At the 57th mile the Daagwam is crossed, also a small stream; from the 55th to the 80th mile, the line would be very easy, the only works of consequence being the bridges over the four branches of the St. John, the south-west arm 100 feet space; little south-west, 60 feet. Brayley's Brook, 60 feet, and lastly the South or Baker's Brook, 125 to 150 feet. All these flow over beds of sand and gravel, and would be crossed at elevations of 20 to 40 feet. At the 72nd mile is a summit of about 150 feet, which it would probably be found advantageous to cut deeply into, as it seems to consist of material very suitable for ballast. About the 82nd mile the line would cross the Baker's Brook, 30 or 40 feet, and taking the easterly branch would follow it to its source, a small lake near the 85th mile. Crossing a narrow divide it gains a feeder of the Alleguash, and follows it for some 8 miles, when it is joined by the north-east branch and becomes a considerable stream. The easiest way east now appears to be to follow the river and cross Heron Lake near its south end, ascending on the east side by the Smith Brook.

To reach Churchill Lake I ascended the north east branch to Mud Lake, crossed a ridge of about 100 feet in elevation, and then followed the Russell Brook some 3 miles. This then led us southward and I again passed over a low summit to the Snarl Brook, the valley of which is followed to the Alleguash River, crossing which and following its eastern bank for a short distance we reach the south shore of Churchill Lake, near the termination of Mr. Fellows' survey. The country from the 85th to 95th mile is somewhat mountainous, especially near the forks of the Alleguash, but the road would seldom be heavy, and from the 95th mile east it improves very much.

The material throughout is of much the same character. Gravel graduating on the one hand into sand, and on the other into beds of boulders of all sizes up to a cubic yard. Considering the mountainous character of the country traversed very few rock exposures are met with. That which does show is, in Canada, usually mica, slates and other crystalline rocks, and in Maine coarse grained traps.

With regard to the profile shown I have attempted to show only the average gradient over low stretches, and I do not suppose they can be maintained unbroken. I think however it would be safe to assume a maximum of 50 feet per mile, and that only for short stretches.

The curvature of course depends on the work. A minimum radius of 1,200 or 1,300 feet should be had without anything very heavy.

But little timber is met with west of Langevin of any size, though there is abundance of spruce and tamarack for ties.

East of Langevin there is a large quantity of good sized timber still remaining, especially in the Alleguash valley, generally spruce, maple, birch and cedar, but also some fair sized pine. In spite of great care taken in reading and correcting the barometer I found repeatedly serious discrepancies between the elevations obtained in going and returning over the same ground. I have therefore placed most of the summits considerably higher than I believe them to be. Several alternative lines presented themselves, one of which has been described at some length, but it would need a more detailed survey than I felt justified in making to make a fair comparison.

I am, Sir, respectfully yours,

W. K. WICKSTEED.

COLLINGWOOD SCHREIBER, Esq.,
Engineer in Chief Government Railways.

MEMORANDUM.

MR. LIGHT'S SUPPLEMENTARY REPORT ON THE SHORT LINE RAILWAY.

Query No. 1.—Mr. Light, on pages 2 and 3, expresses a belief that the maximum grade between Quebec and Moncton by way of Chesuncook and Harvey would be 35 to 40 feet per mile, and that the surveys of last season have established that the grades above-mentioned can be obtained between Chesuncook and Harvey.

Mr. Vernon Smith's survey, the only one made between Chesuncook and Harvey last season, shows maximum grades of 53 feet per mile.

The line between Quebec and Chesuncook has not been surveyed.

Query No. 2.—Mr. Light states (page 3) that this line would have a marked effect on the trade with the Maritime Provinces * * * as it would save about 300 miles to St. John and 150 miles to Halifax.

This saving, it is presumed, is intended to be over the Intercolonial Railway route, but it is very approximate; the results would be somewhat similar to other short lines to the south.

Query No. 3.—Mr. Light, on page 6, gives the distance from Montreal to Halifax, *viâ* Mattawamkeag, at 769 miles.

This should be 720 miles.

Query No. 4.—Mr. Light gives, on page 6, the distance from Montreal to St. John, *via* Mattawamkeag, at 493 miles.

This should be 451 miles.

Query No. 5.—Mr. Light gives, on page 7, the distance from Montreal to Harvey, *via* Quebec, as 248 miles.

This should be 406 miles.

He also gives the distance from Montreal to Mattawamkeag, *via* Megantic, as 240 miles.

This should be 328 miles.

I have not looked into the matter of distances, &c., beyond the 7th page, but I fear they may be no more accurate than those I have remarked upon. It is pretty evident that Mr. Light has been pressed for time, and has not been able to give the matter of this report his personal attention.

C. S.

MEMORANDUM ON THE PROPOSED SHORT LINE RAILWAY TO CONNECT MONTREAL WITH THE MARITIME PROVINCES WITH SPECIAL REFERENCE TO A COMBINATION LINE.

OTTAWA, 26th March, 1885.

SIR,—In my report of surveys, dated 23rd inst., I incidentally directed attention to a line designated "The combination line" to connect Montreal with the Maritime Provinces. I feel convinced this line, if established in connection with a bridge over the St. Lawrence at Quebec, will combine in a marked degree the traffic requirements of Montreal, Quebec, St. Andrews, St. John, St. Stephens, Fredericton, Halifax, and the ports further east, placing all localities on a fair and equal footing.

This combination line will run from Canterbury, N. B., to Lake Chesuncook, in the State of Maine, and from Lake Chesuncook by the valleys of the Famine and Etchemin Rivers to Chaudière Junction, opposite Quebec, and from thence through the bridge and North Shore Railway to Montreal.

At Canterbury this combination line will connect with the railway system of the Maritime Provinces.

Starting from Chaudière Junction the line would traverse the valleys of the Etchemin and Famine Rivers, to the height of land near the village of St. Justin.

The summit is 950 feet above the starting point at Chaudière Junction, or 509 feet lower than the summit on the line surveyed by me, *via* the Rivière du Sud. From St. Justin the line would continue its course south-east, and nearly direct to the vicinity of the head of Lake Chesuncook, where it would connect with the line

surveyed during the past season by Mr. Vernon Smith, C. E., between that lake and Canterbury.

The country from Chaudière Junction to Lake Chesuncook, and I understand from Lake Chesuncook to Canterbury, lies in such a low valley or depression that it would appear as being the natural direct route for a line of railway between the Province of Quebec and the Maritime Provinces, and as being the channel through which nature intended that the trade between these Provinces should flow.

This line, while apparently but little longer than either the line by the River du Sud or that by Seven Islands, described in my former report, has an immense advantage in its lower summit and easier gradients, equivalent fully to a virtual saving of 25 miles of straight and level road (see Appendix No. 4). Grades of 35 to 40 feet to the mile, and possibly less, can, I think, be obtained both ways from Quebec to Moncton without any great additional expenditure for earth and rock excavations and masonry ; these items of cost being alone affected by the reduction of grades.

The grounds for this opinion are as follows : The Etchemin summit, 950 feet above the Chaudière Junction, is overcome in about 50 miles, being an average ascent of only 19 feet per mile. The ascent of the Etchemin and Famine valleys, along which the line would pass, is generally regular, there being but three breaks, viz., one small waterfall at St. Anselme, and another at Ste. Claire, each about eight feet in height, and a stretch of level about one mile long at Standau, all of which can be easily overcome by 35 feet grades.

East of the summit, in the descent to Lake Chesuncook, the principal impediments are the three upper branches of the St. John River which are to be crossed within a distance of 20 miles. They lie about 100 feet below the summit level.

The two which I have personally examined are in gentle depressions, with no formidable high lands intervening.

The distance from the summit to Lake Chesuncook is about 50 miles, half of this at the southern end would be on the streams flowing into the Alleguash and into Lake Chesuncook. I do not think that any serious difficulties will be met here.

The surveys of last season have established that the grades above mentioned can be obtained from Chesuncook to Canterbury.

The eastern extension of the combination line from Canterbury to Harvey would give St. John a good connection, while another extension from Canterbury along the right bank of the St. John would continue this system of easy gradients to Fredericton, at which place the River St. John would be bridged, and the line continued, *via* the head of Grand Lake, for the most part through a flat country, to Salisbury, there intersecting the Intercolonial Railway.

This line would have a marked effect on the trade with the Maritime Provinces, and would go far to compensate for the increased distance to their ports as compared with Portland, Boston and New York. (See synopsis of distances from Callander to St. John and Halifax, *via* Chesuncook, App. 6.) It would save about 150 miles of railway to Halifax, and nearly double that to St. John ; and should be thoroughly constructed, with rails and bridges sufficiently strong to carry the consolidation engines (now so much in use in Pennsylvania), capable of hauling a gross load of 800 to 1,000 tons over its grades, or nearly double that which could be hauled on the Intercolonial Railway, with the same power, and at little additional cost per train mile.

The railways from the Province of Quebec to the ports of Boston and Portland, although apparently shorter, have to ascend the higher lands of the watershed, which is the boundary, and have therefore much higher summits and steeper gradients. The Ogdensburg and Portland Railway passes over a summit of the White Mountains, in New Hampshire, 1,890 feet above the sea level, with maximum grades of 116 feet to the mile and minimum curves of 9 degrees (633 feet rad.).

This difference in summit heights alone between the New Hampshire (American) and the Etchemin (Canadian) lines, to say nothing of the easier grades and curves of the latter, would equate in the latter's favor, equal to a virtual reduction of 34 miles in distance in carriage of heavy freight. (See Appendix No. 4).

In carrying western freight *via* Ottawa to Quebec much of it will naturally pass over the North Shore Railway, and, by means of the proposed bridge at Quebec, to the several ports of the Maritime Provinces; consequently, it would follow, that some point west of Montreal, and not Montreal itself, should be the starting point from which a comparison of distances should be made.

A clear saving of 30 miles distance to Hull—as compared with the route following the Canadian Pacific Railway to Carleton Place, and thence to Ottawa—would be effected by taking Chalk River station on the Canadian Pacific Railway as the diverging point, thence crossing the Ottawa, and carrying the line to Hull along the north shore of the river, *via* the Pontiac Pacific Railway (now under contract, and of which 30 miles, or about one-third its length, are built), as will be seen from the following table of distances :—

Hull to Ottawa	2	miles
Ottawa, *via* Canadian Pacific Railway to Carleton Place and Chalk River station	126	do
	128	do
Hull to Chalk River station, *via* Pontiac Pacific Junction	95	do
Saving	33	do

Freight from Montreal to Quebec, *via* North Shore Railway, would pass by St. Martin's Junction as at present. But no railway manager would haul western freight, destined for Quebec and eastern ports, an additional 12½ miles past St. Martin's Junction into Montreal and out again, in all an unnecessary 25 miles haulage.

Instead of hauling freight this extra distance a loop line 10 miles in length, by a level route, could be cheaply and easily constructed (say for $100,000) between St. Therése and Terrebonne, which would effect a saving of 30 miles of distance. This added to the saving between Chalk River and Hull, already mentioned, gives a clear saving of 63 miles.

Should the alternative line from Lachute to Quebec be adopted, and Lachute be made the distributing point, a further saving of about 17 miles would be made, making 80 miles in all.

These savings of actual distance added to a virtual saving of 34 miles by reduction of summit heights as already stated would operate in favor of Canadian as compared with American ports by reducing the distance to the former.

For instance the distance from Lachute to St. John *vid* Quebec and Chesuncook is	475	miles
The distance from Lachute to Portland *viâ* Mile End, Lachine and Portland and Ogdensburg (the shortest route) is	353	do
Difference in favor of Portland	122	do
Deduct equation of distance due to lower summit	34	do
Virtual difference but	88	do

The easier grades and curves on the Quebec line would materially reduce this latter distance inasmuch as the strongest freight engine will haul 40 loaded cars over the Canadian line, whereas the same engine could only haul 17 loaded cars over the Portland and Ogdensburg Railway, thus nullifying the shorter distance to Portland, as compared with St. John.

This admitted, the Canadian sea ports of St. Andrews and L'Etang, some 90 miles west of St. John—free from fogs and ice, and capable of being made good harbors—are as near Montreal as Portland.

To instance one of the beneficial effects a low system of gradients would have on the trade with the Maritime Provinces, the coal and minerals of the latter could by this combination line be carried for less than ½ a cent per ton per mile.

The line would pass directly through the extensive coal fields at the head of Grand Lake, New Brunswick, (mentioned in the reports of the Geological Survey) one seam alone of which is estimated to contain one hundred millions of tons of coal, so near the surface that it is quarried and not mined. This mineral at present almost excluded from commerce in this isolated district, could be carried as return freight, ensuring loaded trains both ways, and bituminous coal reported to be excellent for forging and other purposes, could be delivered at Quebec, Montreal, and Ottawa, for $3.00, $3.86, and $4.33 per ton.—(*See* Appendix No. 5.)

I have prepared four tables of approximate distances from Callander to Lake Chesuncook, the common point of divergence of the projected lines from Montreal to St. John and Halifax *viâ* Quebec and Lake Megantic. These tables are as nearly correct as the present state of the surveys will admit, and show that if each line runs into and out of Montreal by the present and proposed modes of ingress and egress, there will be a saving in distance by Quebec of at least ten miles.

The saving of 10 miles of distance *viâ* Quebec refers to what has been here termed the combination line. If the line *viâ* Lachine, Megantic, Mattawamkeag and Vanceboro', generally called the "International," is considered, the saving to Halifax and St. John *viâ* Quebec will be increased to 59 miles and 12 miles respectively, as follows:—

Distance from Montreal to Halifax *viâ* Mattawamkeag and St. John	769	miles.
Distance from Montreal *viâ* Quebec and Chesuncook	710	do
Saving in favor of Quebec	59	do
Distance from Montreal to St. John *viâ* Megantic and Mettawamkeag	493	do
Distance *viâ* Quebec and Chesuncook	481	do
Saving *viâ* Quebec	12	do

(*Vide* table 10, Appendix 6.)

This Mattawamkeag connection would not materially benefit Halifax, as it is but 87 miles shorter to Montreal than by the Intercolonial, which saving would be considerably nullified by the sharper grades and curves and higher summit of the International line.

It would be unfair to Quebec, as a glance at the accompanying map will show, that the line from that city cannot readily connect with it, and if it did, its extra length would detract from its usefulness; on the other hand if the connection from Megantic to Chesuncook be made, and the eastern trunk line completed to Harvey, as represented by the combination line, Quebec could in any event, and probably would put in the other link from Chaudière to Chesuncook. It is but 105 miles in length, and easy to construct. The benefit to be derived from the extensive lumber trade alone, that this link would develop in Northern Maine, which would be shipped from the St. Lawrence, would nearly compensate for the outlay (*vide* Mr. Jack's letter, Appendix No. 3).

The distance to build from Montreal to Harvey, the intersecting point of the Maritime system, *via* Quebec, and from Montreal to Mattawamkeag *via* Megantic, are nearly equal, as follows:—

Montreal to Harvey *via* Quebec	248	miles.
" Mattawamkeag *via* Megantic	240	do
Saving by Megantic	8	do

(*Vide* tables 9 and 10, Appendix 6.)

In conclusion I would say that the proposed combination line for the projected Short Line Railway between Montreal and the Ports of St. John and Halifax is based on commercial principles: passing over the lowest summit, and with far easier gradients and curvature than any road crossing from the valley of the St. Lawrence to the Atlantic seaboard, permitting of the hauling of trains of forty loaded cars; in fact a line which must bring the freight of the west to the Maritime Province Ports, and the coal of those Provinces to Quebec and Ontario, and in my opinion the only line which would insure the prosecution of that economical interprovincial freight business which is indispensable to the maintenance of our Confederation.

A link between Lake Chesuncook and Lake Megantic, although it would not make the line *viâ* Sherbrooke a first class interprovincial trunk line, would nevertheless give the Maritime Provinces direct communication with the Eastern Townships, and a new market for their coal.

The link between Lake Chesuncook and Lake Megantic, although it would not make the line by Sherbrooke a good freight line, would, especially in connection with the short line to Louisburg, be of immense benefit to the Maritime Provinces, by giving them the shortest communication with New York and Boston and the Eastern Townships, as well as a new market for their coal.

Summary.

Comparison between projected Short Line from Montreal to the Ports of St. John and Halifax, *via* Quebec and Lake Megantic.

East of Canterbury, lines diverge to St. John and Fredericton.

West of Canterbury to Lake Chesuncook, line is common. West of Lake Chesuncook, the Quebec line passes by the valleys of the Famine and Etchemin rivers to Chaudiere Junction and Quebec, and *viâ* North Shore Railway to Montreal.

The international link passes by Lake Megantic, Sherbrooke and Lachine to Montreal.

Distance from Montreal to Lake Chesuncook (common point):

Via Lake Megantic (*Vide* Appendix 6, table 5)	288	miles.
Via Quebec (*Vide* Appendix 6, table 6)	278	do
Via Lachute (common point for western business) to Chesuncook by Megantic	325	do
To Chesuncook by Quebec	275	do

The distance east of Lake Chesuncook between this latter place and St. John and Halifax are not affected, therefore need not be considered here. They are, however, given in tables 7, 8, 9 and 10 in comparison with the Intercolonial. (See Appendix 6.)

The mileage to be built west of Lake Chesuncook to Montreal:

Via Lake Megantic is (*Vide* Appendix 6)	215	miles
Via Quebec do	113	do

The distance to build from Montreal to Harvey (the intersecting point of the Maritime system) *via* Quebec, and from Montreal to Mattawamkeag *via* Megantic are nearly equal as follows:—

Montreal to Harvey *viâ* Quebec	248	miles
do Mattawamkeag *via* Megantic	240	do
Saving by Megantic	8	do

Maximum gradients:

Via Megantic line (*Vide* Chief Engineer's Railway Report, 1882)	74	feet per mile
Via Quebec, say	40	do

Summit:

Via Portland and Ogdensburg Railway	1,890	feet

Via Lake Megantic, (height unknown to me, said to be high, but probably not higher than the Portland and Ogdensburg line.)
Via Quebec..... 1,200 feet

Forty loaded cars can be hauled *via* Quebec.
Twenty do do Lake Megantic.
Cost of completing projected line between Montreal and Chesuncook. (*See* Appendix F):

Via Lake Megantic, including Lachine bridge.....	$10,240,000
Via Quebec, including Quebec bridge.....	8,470,000
Saving by Quebec.....	$1,770,000

The line from Chaudière to Chesuncook would pass through the finest lumber lands of Maine, which would be shipped from Quebec, and be worth millions of dollars to Canada. This boon would be lost by lines passing through the more southern part of the State. (*See* Mr. Edward Jack's letter, one of the most intelligent lumber explorers of New Brunswick, Appendix 3.)

The line *via* Chaudière and Chesuncook traverses about 30 miles less of American territory than the southern line *via* Megantic and Mattawamkeag.

There are two lines now to Sherbrooke from Montreal, one by the Grand Trunk, the other *via* St. John's, Farnham, Waterloo and Magog. Why build a third line, when the counties south-east of Quebec are destitute of railways?

The bridge at Quebec does away with the necessity of the Lachine bridge.

The bridge at Lachine does not save the building of the bridge at Quebec, which will be built sooner or later.

The Lachine bridge is incomplete until a new line, some 120 miles long, is built to Smith's Falls or Carleton Place, which is an essential part of a contemplated through route (*via* Lachine bridge) to Portland.

What does Canada want with a second line to Portland, while her own seaports are not connected by the shortest commercial line with Montreal?

Traffic once across the St. Lawrence above Montreal would naturally flow to New York, Boston and Portland, while, if directed *via* North Shore to and through Quebec, it would find its way to the Canadian maritime ports.

I remain, Sir, your obedient servant,

A. L. LIGHT, M. Inst. C. E.,

Chief Engineer Government Railways, Province of Quebec.

Collingwood Schreiber, Esq.,
Engineer in Chief Government Railways.
Ottawa, 26th March, 1885.

Note.—*See* general synopsis and comparison of the two routes for the projected "Short Line Railway" between Montreal and the Ports of St. John and Halifax, with a memorandum of advantages to result from projected Quebec railway bridge (*See* Appendix 1); also letters from Walter Shanly, Esq., C.E., and Mr. Edward Jack (Appendices 2 and 3); also Appendices 4, 5, 6 and 7, with a map showing approximately the proposed lines.

APPENDIX 1.

COMPARISON between the two Routes for the projected Short Line Railway between Montreal and the Ports of St. John and Halifax.

—	Locality	*Vid*		Difference in favor of Quebec.
		Sherbrooke.	Quebec.	
Mileage from Montreal to	St. John	491 miles.	481 miles.	10 miles.
do do	Halifax.	720 do	710 do	10 do
do Lachute (common point for Western business) to	St. John	524 do	474 do	50 do
do do do do	Halifax.	767 do	717 do	50 do
Grades maximum		74 feet.	40 feet.	34 feet.
Curves minimum			4 deg.	
Summit			1,200 feet.	
Haulage power, consolidation engines		20 loaded cars	40 loaded cars.	
Cost (including bridge over St. Lawrence in both cases)		$10,240,000	$8,470,000	$1,770,000

Memorandum of advantages to result from projected Quebec railway bridge—Imperial and National:—

To connect and complete the Canadian trans-continental railway.

To connect the railway system of Canada on both sides of the St. Lawrence, and at the most eastern point where it is possible to span this river.

The only effective mode of making this connection to ensure safety and regularity.

A connection for the Intercolonial at Quebec, with a second to the west, thus releasing it from the exactions of the Grand Trunk, now sapping its business.

Access for the Grand Trunk to the new Quebec docks, thus removing the motive which impels the Grand Trunk Railway to refuse to sell the North Shore.

Principle of bridge—The Cantilever.

Length of central span, 1,442 feet.

Length of central span of Firth of Forth, now in course of construction, 1,700 feet.

Data carefully worked out by me, and by Mr. Brunlees, the eminent English engineer.

Plans ready.

Cost of bridge proper, $5,000,000 for double track; for single track, $3,000,000.

Offer for construction of bridge—4 per cent. guarantee, 25 years; materials duty free.

Annual outlay on bridge—capital, $5,000,000;

working expenses, 1 per cent	$ 50,000
Sinking fund, 1 per cent	50,000
Interest, 4 per cent	200,000
	$ 300,000

Revenue on opening bridge, based on actual movement of trains:—

Intercolonial Railway.	
Quebec Central do	
Grand Trunk do	
North Shore do 82,632 cars, at $4	$330,528
Surplus after meeting all annual charges	$30,528

(*See* Mr. Shanly's letter of endorsement, next page.)

APPENDIX 2.

MONTREAL, 23rd March, 1885.

MY DEAR SIR,—Referring to our conversation of a few days ago as to the traffic likely to be served by the proposed Cantilever bridge over the St. Lawrence above Quebec, it would seem not extravagant to count on eight trains each way, with an average of 20 cars to a train, for every working day in the year. Of the eastward-bound cars, all; of the west-bound, perhaps one-fourth, would be fully loaded, and therefore toll-paying. An average charge of $4 per loaded car, taking passenger and freight service together, would be not more than a reasonable toll.

Result:—160 cars bound east, 40 cars bound west—200 cars, at $4—$800 per day. Annual revenue (313 days) $250,400.

The several lines converging on the river at and opposite to Quebec will, as regards through traffic, have been built in vain, if they fail to furnish the amount of business indicated by those figures.

The photographed drawing of the bridge conveys an impressive idea of the grandeur of the structure. There would and could be nothing to compare with it on this continent—for there is only one River St. Lawrence. As to reducing the masonry in piers and approaches, it would be a pity, for the sake of any small economy, to take away from the design anything that, wanting, would in the least detract from the majesty of its appearance.

Yours very truly,

W. SHANLY.

A. L. LIGHT, Esq., C. E.

APPENDIX 3.

OTTAWA, 11th April, 1885.

SIR,—In reply to your enquiries as to timber on the St. John River, I beg leave to say that more than three-quarters of the timber remaining on the St. John and its tributaries is on its upper waters, namely, on that portion of the St. John which is above the Grand Falls, including, of course, the branches of that river which lie in the Province of Quebec and in the State of Maine. Much of this is not now available, on account of the cost of portaging, as well as the length of river driving required to bring it to the seaboard, and other attendant difficulties, which the construction of a railway would remove. Such a road would be the means of bringing to the St. Lawrence, for shipment to Great Britain, vast quantities of spruce deals and other lumber. There is also a great deal of cedar in this country.

The traffic in cedar shingles and sleepers is becoming a very important industry. Both of these are now being carried from Edmunston by rail to Bangor and Boston.

The proposed railroad will be the means of employing thousands of the *habitants* residing on the shores of the St. Lawrence, while the lumber camps in Quebec and Maine will consume the farmers' hay and oats, as well as give employment to their sons and horses during the winter. I do not hesitate to say that the construction of this road through these timber lands will be a great public boon to the French farmers and woodsmen residing on the south side of the St. Lawrence, in the vicinity of and below the city of Quebec.

There is here a great demand for more employment, where a portion of the country is of poor quality for farming. It would certainly also be the means of bringing millions of dollars' worth of lumber to the banks of the St. Lawrence for shipment.

As to the quantity of timber in this country, I can make no estimate. I know that it is very large, and to get data on which to base an estimate would demand the expenditure of time and money.

Should this railroad be taken to the southward of the head of the St. John, most of the benefits accruing from its construction down the Daagwan, and crossing the Alleguash, will disappear; and the benefits, instead of being conferred upon the

French laboring population of Quebec, will be conferred on the people of the State of Maine.

Yours respectfully,
EDWARD JACK, *Crown Land Surveyor.*

A. L. LIGHT, ESQ., C. E.

APPENDIX 4.

EFFECTS OF HIGH SUMMITS, GRADES AND CURVES.

In deciding which of the lines is the most eligible for practical business purposes, the comparison of the heights of their respective summits is a matter of paramount importance. It may be remarked that in the case of heavy freight trains (running at their most economical speed of 12 miles an hour) it is held as a maxim that in the consumption of fuel an additional 20 feet of elevation passed over is equivalent to an additional mile of straight and level line.

The summit by the Etchemin is 509 feet lower than that by the River du Sud. The saving of fuel in the carriage of freight by the former line, rather than by the latter, due to the difference of altitude alone, would be sufficient to carry the whole freight traffic over 25 miles of level track.

REMARKS ON CURVES.

The question of curvature is also one of the highest importance. According to L. H. Vose, Professor of Civil Engineering in Bowdoin College, and other eminent scientific and practical authorities, the resistance due to curvature, to freight trains, upon a 10° curve, is equal to a grade of 24 feet per mile, or 2.4 feet for each degree of curvature. A 10° curve combined with a 53 feet grade per mile, therefore, is as great an obstacle to heavy freight traffic as a 77 feet per mile grade.

APPENDIX 5.

GEOLOGICAL SURVEY OF CANADA.

(1878-79, page 20 D.)

"Assuming the average thickness of the surface seam around the head of Grand Lake at 20 inches, and allowing the available yield of coal for a seam 1 foot thick, to be 1,000 tons per acre (Richard Brown, F. G. S., estimates that each acre of coal 1 foot in thickness (in Cape Breton) contains 1,500 tons, taking the specific gravity at 1,250), we have from the coal basin of Newcastle and Coal Creek and Salmon River, which may be stated to contain about 100 square miles, a total available yield of coal, due allowance being made for waste, of over 100,000,000 tons for this limited area alone. It may fairly be presumed that, with economical management and a proper system of working, a large portion of this enormous quantity might be profitably extracted."

OTTAWA, 10th March, 1885.

SIR,—I have been at the coal mines at Newcastle, Grand Lake, and examined the same. They are worked in a very primitive manner, the coal being hauled in carts, a distance of from 3 to 5 miles to the Grand Lake. So far as I could ascertain, about 6,000 tons are raised per year; that is used for house and blacksmith purposes; it carries, in some instances, a good deal of sulphur, and leaves considerable ash; it is an excellent cooking coal, and so far as I can learn, is one of the very best coals in use for heavy forgings. The beds are close to the surface, in some instances being on it, often but 12 feet below.

The coal is delivered from the beds on the surface for $1,00 per ton, perhaps rather under that sum.

EDWARD JACK,
Crown Land Surveyor for New Brunswick.

A. L. LIGHT, Esq., C. E.

Cost of delivering bituminous coal from the mines near Grand Lake, at Quebec, Montreal and Ottawa, at ½ cent per ton per mile for carriage, and $1.50 per ton for mining and loading on the cars, would be as follows :—

At Quebec.

Grand Lake to Quebec, 300 miles of transportation at ½ cent	$1 50
Mining and loading on cars	1 50
Cost on delivery	$3 00

At Montreal.

Grand Lake to Quebec, 300 miles	
Quebec to Montreal, 173 do	
Transportation..... 473 miles, at ½ cent per mile	$2 36
Mining and loading on cars	1 50
Cost on delivery	$3 86

At Ottawa.

Grand Lake to Quebec ..... 300 miles	
Quebec to St. Martin's Jnctn. 160 do	
St. Martin's Jctn. to Ottawa 107 do	
Transportation..... 567 miles, at ½ cent per mile	$2 83
Mining and loading on cars	1 50
Cost on delivery	$4 33

APPENDIX 6.

Distances from Callander to Chesuncook, by four different Routes.

No. 1.—Traversing the Canadian Pacific *viâ* Carleton Place and Ottawa to Montreal, thence back to Mile End and Lachine to Chesuncook.

Total distance, 633 miles, as per detail :

	Miles.
Callander to Montreal	345
Montreal back to Lachine	11
Lachine to Sherbrooke	104
Sherbrooke to Lake Megantic	69
Lake Megantic to Chesuncook	104
Total	633

No. 2.—From Callander *viâ* Carleton Place and Ottawa to Montreal, then back to St. Martin's Junction, to Chaudière Junction and by Etchemin Valley to Lake Chesuncook.

Total distance, 623 miles, as per detail :

	Miles.
Callander to Montreal	345
Montreal back to St. Martin's	12
St. Martin's to Chaudière Junction	161
Chaudière Junction to Chesuncook	105
Total	623

No. 3.—Callander to Lake Chesuncook *viâ* Chalk River station and Pontiac Pacific Junction Railway to Hull and Montreal, then back by St. Martin's and Chaudière Junction, and by the Etchemin Valley combination line to Chesuncook.

Total distance, 587 miles, as per detail:

	Miles.
Callander to Chalk River station	99
Chalk River station to Hull, by Pontiac Pacific Junction Railway	92
Hull to Montreal by Canadian Pacific Railway	118
Montreal back to St. Martin's Junction	12
St. Martin's Junction to Chaudière Junction	161
Chaudiere Junction to Chesuncook	105
Total	587

By North Shore to Ottawa.

No. 4.—Callander to Lake Chesuncook, *viâ* Chalk River station and Pontiac Pacific Junction Railway to Hull, thence by St. Thèrese and the North Shore Railway, and Quebec bridge, to Chaudière Junction and Etchemin Valley to Chesuncook.

Total distance, 556 miles, as per detail:

	Miles.
Callander to Chalk River, by Canada Pacific Railway	99
Chalk River to Hull, by Pontiac Pacific Junction Railway	92
Hull to St. Thèrese, by Canada Pacific Railway	99
St. Thèrese to Chaudière Junction, by North Shore Railway	161
Chaudière Junction to Chesuncook	105
Total	556

No. 5.—Distance from Montreal to Chesuncook, *viâ* Lachine and Lake Megantic:

	Miles.
Montreal to Lachine	11
Lachine to Sherbrooke	104
Sherbrooke to Lake Megantic	69
Lake Megantic to Chesuncook	104
Total	288

No. 6.—Distance from Montreal to Chesuncook, *viâ* St. Martin's Junction and Quebec:

	Miles.
Montreal to St. Martin's Junction	12
St. Martin's Junction to Chaudiere Junction	161
Chaudière Junction to Chesuncook	105
Total	278

No. 7.—Distance from Montreal to Halifax, by Grand Trunk to Lévis, and Lévis to Halifax by Intercolonial Railway:

	Miles.
Montreal to Lévis	172
Lévis to Halifax	684
Total	856
Distance to St. John, N. B.	760

No. 8.—Montreal to Halifax, *viâ* Lachine, Megantic and Chesuncook :

	Miles.	
Montreal to Lachine, by Canadian Pacific Railway.....	11	
Lachine to Sherbrooke	104	
Sherbrooke to Megantic	69	
Megantic to Chesuncook.....	104	
Chesuncook to Canterbury.....	111	
		399
Canterbury to Moncton.....	134	
Moncton to Halifax.....	187	
		321
Total.....		720

To St. John:

	Miles.
Montreal to Canterbury, as above.....	399
Canterbury to Harvey.....	26
Harvey to St. John.....	66
Total	491

No. 9.—Montreal to Halifax, *viâ* St. Martin's Junction, Quebec and Chesuncook :

	Miles.	
Montreal to St. Martin's Junction.....	12	
St. Martin's Junction to Chesuncook.....	266	
Chesuncook to Canterbury	111	
		389
Canterbury to Moncton.....	134	
Moncton to Halifax.....	187	
		321
Montreal to Halifax.....		710

To St. John :

	Miles.
Montreal to Canterbury, as above.....	389
Canterbury to Harvey	26
Harvey to St. John.....	66
Total	481

No. 10.—Montreal to Halifax, *viâ* Lachine, Mattawamkeag and Vanceboro' :

	Miles.
Montreal to Lachine.....	11
Lachine to Sherbrooke.....	104
Sherbrooke to Moose River.....	93
Moose River to Mattawamkeag.....	136
Mattawamkeag to Vanceboro'.....	57
Vanceboro' to St. John	92
St. John to Moncton.....	90
Moncton to Halifax.....	186
Total to Halifax	769
To St. John, as above.....	493

APPENDIX 7.

APPROXIMATE ESTIMATE of the number of miles of new railway required to connect Montreal and Quebec respectively, with Lake Chesuncook, the most eligible common point of divergence:—

Montreal Connections.

Mile End station to Lachine, including heavy land and other damages, say	$ 1,000,000	
* Lachine bridge complete, with permanent approaches, say	3,000,000	
Lachine to Sherbrooke (new line, 104 miles) at $30,000 per mile	3,120,000	
Lake Megantic to Chesuncook, 104 miles, at $30,000 per mile	3,120,000	
		$10,240,000

Quebec Connections.

† Quebec double track bridge, complete with the most solid and permanent work and approaches	$ 5,000,000	
Eight miles new double-track railway, connecting the bridge with the north and south shore system, at $40,000 per mile	320,000	
Chaudière Junction to Chesuncook, *viâ* Etchemin and Famine Valleys, 105 miles, at $30,000 per mile.	3,150,000	
		$ 8,470,000
Saving by Quebec system		$ 1,770,000

* This bridge has been variously estimated at from one and a-half to four millions. It is designed for single track, with about half a mile of trestle work on the southern end. The Victoria Bridge cost seven millions. If designed for double track, in the same substantial manner as the Quebec bridge, it will certainly cost $3,000,000.

† The net cost of the Quebec bridge, according to my estimate, and carefully revised by Mr. James Brunlees, the eminent English engineer, is £887,000 sterling, or $4,319,000, the balance of the $5,000,000 being for contingencies, administration, engineering and other expenses. It is designed for double track, with solid approaches of arched masonry. The cost can be reduced to $3,000,000 by changing the design to single track, with approaches of steel trestle work instead of arched masonry.

ADDENDA

(*In continuation of Papers laid on the Table of the Senate, 5th May,* 1885.)

To an ADDRESS (Senate) presented to His Excellency the Governor General, dated the 17th day of March last; Praying His Excellency to cause to be laid before this House copies of the Reports of the various Surveys made by Engineers under the direction of the Government, for a Line of Railway connecting Montreal with the Harbors of St. John and Halifax by the shortest and best practicable route (including the Reports of Messrs. A. L. Light and Vernon Smith on the lines surveyed by them, respectively, running up the Valley of the Etchemin River and from Canterbury, New Brunswick, to the northern end of Chesuncook Lake, in the State of Maine); together with a Statement showing the height of the summit level, the maximum grade per mile, the number of miles with a grade exceeding forty-two feet, the average grade per mile, and the number and position of the curves with a less radius than nineteen hundred and ten feet, upon each of such surveyed lines, as well as upon any existing Railway proposed to be used in connection with any such surveyed lines; and also a detailed Statement of the distances from Montreal to St. John and Halifax by each of such surveyed lines and the existing Railways proposed to be used in connection therewith.

REPORT OF G. R. FELLOWES, C. E., ON EASTERN DIVISION, SECTION D, OF PROPOSED SHORT LINE RAILWAY BETWEEN MONTREAL, ST. JOHN AND HALIFAX; ALSO STATEMENT OF GRADES, CURVES AND COST.

OTTAWA, 15th May, 1885.

SIR,—The following is a report I beg to submit, of an instrumental survey ordered to be made in your letter of the 10th July last, from the foot of Churchhill Lake, Allagash River, to a point near Hartland Station, on the New Brunswick Railway, in the Province of New Brunswick, which is the eastern division of section "D" of the survey for the proposed Short Line Railway between Montreal, St. John and Halifax.

The starting point of this survey is within 20 feet of the Allagash River, on its eastern bank, on the top of an old and disused lumberman's river dam, and about a mile and a-half north of the foot of Churchill Lake.

The survey commences by running in a southerly direction along the flats of the Allagash River, on its eastern bank, for upwards of a mile and a-half, where it touches the foot proper of Churchill, the shore of which it follows until near the outlet of Pleasant Lake stream.

From this point the line follows the northern side of the stream until the 6½ mile is reached, where it crosses it, continuing along the south bank on its easterly course to Pleasant Lake, the southern shore of which it follows to the 8th mile.

The curvature and gradients as well as the work to be done up to this point are light and easy, the maximum curve used being 4° for half a mile, and the line rising to a height of 80 feet above the starting point.

In this vicinity is found the only large tract of first quality pine timber through which our survey ran.

From the 8th mile our line runs over the broken stretch of country which divides Pleasant Lake from Spider Lake and its waters.

The grades now begin to be heavy, having one for nearly a mile at 63 feet per mile rise, and another of 53 feet per mile for three-quarters of a mile in length before reaching the summit of this divide, the height of which is 1,049 feet above sea level, and the greatest altitude reached on this survey.

Here it is that heavy work begins, there being deep cuttings and embankments until the 1st mile is passed.

This portion of the line, as well as that already passed over, is well timbered with hard and soft woods, so that, for construction purposes, there will be no lack of material for ties and bridgework.

From the 11th mile, at the summit of the watershed which marks the dividing line between the waters that flow into Churchill Lake and into the Aroostook Valley, the line is carried in an easterly direction, round the south-east side of Echo Lake, the basin that supplies the many "still waters" that intervene between this lake and the large lakes further east, the principal of which is Munsisugun.

The summit just referred to is the lowest point in the high range of hills that deflects the drainage of the country in opposite directions, extending in broken mountainous hills for miles on each side, in a northerly and southerly direction.

For nearly two miles a descending grade of 53 feet per mile has to be adhered to, so as to reach the easy slopes of the side hills that terminate on the shores of Echo Lake, at the 13th mile.

From this point forward a nearly level gradient is used for over a mile, where a 53 feet per mile has again to be resorted to, in the descent necessary to reach the level of the Munsisugun Lakes, at the 16½ mile.

The curvature over the last portion of the line described is easy, with the exception of about three-quarters of a mile, where six (6°) degree curves (955 feet radius) have to be introduced.

The excavation necessary, although small in quantity, is composed of about 25 per cent. of rock.

From the 16½ mile the line runs over a level section of country along the northern shores of the three lakes commonly known as the Munsisugun Lakes, to the 24th mile, the elevation being 776 feet above the sea.

The alignment over this stretch of country is good; the maximum degree of curvature is 6°, aggregating in length 1¼ mile in this distance.

As on the last previously described portion of the line, the grading is light, the material to be moved being composed of gravel, which is well suited for ballast.

From the 24th mile the foot of the Munsisugun Lakes and head of the stream that bears that name, the line is very direct, with easy descending undulating grades, the work being light, which extends as far as the 27th mile.

Leaving this point, a maximum grade of 53 feet to the mile is again resorted to, three-quarters of a mile in length, in order to leave the plateau of this stream and reach the bank close to the river, so as to avoid crossing the deep ravines and spurs of hills that cut up the shore between this point and the junction formed by this stream with the Milnoket and the Mallawagassi waters, recognized as the head of the Aroostook River, at the 31st mile.

The alignment over this portion is tortuous, giving in the four miles, one and a-half of the 6° curve.

At this point the work is heavy, both in rock and earth, and necessitating protection for a distance of 2,100 feet along the stream, where the foot of the embankment touches the river.

From the head of the Aroostook River the line follows the left bank in a northerly direction, with easy curvature and light grades, over the easy slopes of the river at the 36th mile. At this point the river runs slowly over a strong sandy bottom, the depth at low water being not over 1½ foot. In this vicinity is to be found the only tract of land which can be considered suitable for settlement on the line of survey to this point, and its area is not large.

The line now takes an easterly direction, crossing over to the south bank of the Big Pomking stream, along the steep bank of which it winds its way with curves of 6° to the extent of 25 per cent. of the line covered up, to the 40th mile. The gradients are easy and the work is generally light, the soil being principally gravel.

The line now makes another change in its general direction, veering to the south-east and following on the west bank the valley of the Little Pomking to its source, crossing it at the 43rd mile. This stream is fed by the water of a large bog that lies south for miles in a northerly and southerly direction, having a width, in places, of over a mile, and another outlet that empties into Grand Lake Leboois, called by the same name as the Bog Wadleigh.

Continuing, the line follows along the east side of a range of hills that skirt the great boggy country to the right, with light curvature and easy work to the 46th mile. The gradient over this stretch will be stiff, rising 140 feet in 4 miles, the grade of 53 feet to the mile being used for a quarter the distance.

Between the 46th mile and the 47th mile is encountered one of a number of formidable summits met with on this survey, the excavation being heavy, of which about 20 per cent. is rock. This mile is very crooked, being composed largely of 6° reverse curves, and on a portion the grade has to be placed at 66 feet to the mile, descending east.

From the 47th mile to the 50th mile the line runs very direct, on an easterly course. The excavation will be moderately heavy, but a 66 feet grade, descending for a mile, is necessary. Cut Lake stream, a sluggish, shallow waterway, with a good gravel bottom, is crossed at the 48th mile. At the 50th mile the general course bears south-east. The line, after leaving the flats, that extend for a distance of 1½ mile east of Cut Lake stream, is carried along the south side of a rapid-running stream that drains Black Cat Pond, the source of which is at the 51st mile.

From the 51st mile the line runs north for a short distance, skirting the Black Cat Pond and a spur of the high hills that dip down into the general flat that exists on this section, and after rounding these obstructions bears away on its general south-east direction to the 54th mile, giving a favorable line, both as regards curvature, grades and quantity of work. The Ameconeas stream is crossed at the 53rd mile, and like all the other wide streams crossed, is shallow.

From the 54th mile to the 56th the alignment is tortuous, with a quarter of the distance composed of reverse curves of 6° and having a 66 feet grade for nearly the whole distance. This section is through the hilly divide that separates the waters that flow north into the Aroostook River and east into the St. Croix Lake. As is the case in crossing the divides, the work is heavy.

From the 56th mile to the 67th the general course is south of east, the alignment being good, about 80 per cent. of these 11 miles being tangents, the grades being easy. At the 57th mile the line crosses one of the great waggon roads built by the State called the Aroostook road.

The line from the summit runs along the north side of Quecy Brook, which it crosses at the 62nd mile, keeping on the south side and cutting across to Smith's Brook, opposite St. Croix Lake, which lays to the north of the 61st mile at an elevation of 620 feet above sea level. Near the 66th mile Smith's Brook is passed over, the features of which are good for bridging purposes. From the 67th mile to the 72nd the general direction is east, the alignment good, but with a heavy ascending grade for 4 miles of 53 feet to the mile. At the 72nd mile the altitude is 864 feet above the sea. A summit has to be crossed which divides the waters that flow west into the St. Croix and the tributary waters of the Meduxuakeag River named "Carpenter's Brook." Our line follows along the south side of this stream past its mouth and well up on the side slopes of the rugged hills that form the south boundary of this narrow valley. It runs in a general course east near to the 77th mile, where the Meduxuakeag is crossed, and after hugging the river bank on the east side for a short distance, cuts across a sudden bend of the river on an easterly course, again striking the river at the 79th mile. The curvature is severe, having many 6° reverse curves for a distance of 3 miles in the 7 described. The character of the excavation is

largely composed of rock. From the summit the ground falls 413 feet, necessitating the use of grades of 66 feet to the mile.

From the 79th mile the general course is south-east, following closely the bank side to the crossing of the north branch of this river between the 79th and 80th mile, and skirting the same side up to the 82nd mile. Medium moderate curvature and medium to heavy work characterises this section, the principal material to be moved being gravel.

At the 82nd mile the flats of the river valley are left, and with a south-east course the line crosses in the direction of the village of Monticello at the 85th mile, thereby avoiding a great bend of the river to our right over a broken tract of ground. As is natural, in cutting across the grain, as it were, of the country, the quantity of excavation is heavy and the gradients undulating. Between the 85th and 86th miles another State waggon road is intersected, running north and south. Here is situated the thrifty little village of Monticello, the business centre of good settlements that are scattered along this public highway.

From this point to the 89th mile, near the International boundary, the line is very direct, having favorable grades and light grading. The line follows the hillside and the extensive flats, on the north side of the river, all the way to this point. From Monticello to the end of the survey the country is well settled and is traversed by roads leading in all directions.

From the 89th mile the direction of the line is south-east, running over a low divide between the 94th and 95th miles, through a cultivated tract with every essential for a good line in its favor, keeping near the Little Presqu'Isle River from the 96th mile until Waterville hamlet is reached at the 99th.

From the 99th mile the line follows the tortuous windings of the Little Presqu-'Isle River, and after crossing it several times reaches the west bank of the St. John River at the 103rd mile. From Waterville heavy work is encountered all along the Presqu'Isle valley, consisting of deep rock cuttings, stream protection works and bridging. The sharpest curve used being 6° and the severest grades 63 feet per mile being the maximum.

From the 103rd mile to the New Brunswick Railway, near Hartland, on the east side of the river St. John, at this point the line is very direct, crossing the river diagonally and necessitating a bridge 1,700 feet long, which reduces our location of the line to 104 miles, the grades being easy.

The character of the soil is principally gravel. Of the materials required to be excavated the percentages are: earth, 75 per cent.; solid rock, 20 per cent., and loose rock, 5 per cent. The cost of bridging is estimated for steel superstructure and masonry supports. The cost of all other works is based on the requirements of a first-class road.

The country, from the starting point to the 86th mile, is well wooded, having all that is required for ties and light trestle work.

From one end of the survey to the other has been the scene of lumbering operations for over fifty years, and although lumbering operations are being still carried on, first-class timber is hard to be obtained.

The character of the rock met with is a calcareous slate and similar to that found on the lower portion of the Metapedia valley, P.Q.

Appended are sheets showing gradients, curvature, and estimated cost.

I have the honor to be, Sir, your obedient servant,

GEORGE R. T. FELLOWES, *Engineer-in-Charge.*

COLLINGWOOD SCHREIBER, Esq., Chief Engineer and
General Manager Government Railways, Ottawa.

SHORT LINE RAILWAY—EASTERN SECTION—ROUTE D—GRADE SHEET.

FROM the foot of Churchill Lake, Allagash River, to Hartland, New Brunswick.

Miles.			Ascending Eastward—Rate per 100 ft.											Ascending Westward—Rate per 100 ft.										
From	To.	Level.	10 to 20	20 to 30	30 to 40	40 to 50	50 to 60	60 to 70	70 to 80	80 to 90	90 to 100	100 to 110	110 to 120	10 to 20	20 to 30	30 to 40	40 to 50	50 to 60	60 to 70	70 to 80	80 to 90	90 to 100	100 to 110	110 to 120	120 to 125
0	4	2·44½	.....	.....	.....	.....	·26	.....	.....	.....	·09½	.....	.....	.....	.....	.....	.....	.....	·32	.....	.....	.....	.....	·88	.....
4	14	1·80½	.....	.....	.....	·57½	.....	.....	.....	.....	·60½	1·89	·77½	·95	.....	.....	1·36	.....	.....	1·09½	.....	·94½	.....	.....	.....
14	24	3·80½	.....	·56½	.....	.....	.....	.....	.....	.....	.....	.....	.....	1·86	·57	.....	·76	.....	.....	.....	.....	2·44	.....	.....	.....
24	34	4·51½	·38	.....	·28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1·89½	·60½	1·36	.....	.....	.....	·96½	.....	.....	.....
34	44	3·69	.....	.....	·68½	·75½	1·36	.....	·47	.....	.....	.....	.....	·94½	·57½	.....	·87	.....	.....	.....	·65	.....	.....	.....	.....
44	54	·68½	.....	·75	·43½	·57	2·36½	.....	1·23½	1·42½	·79½	.....	·15	.....	.....	.....	·22½	.....	.....	.....	.....	·55	.....	.....	·81½
54	64	1·41	1·33	·28	.....	.....	.....	·19	.....	.....	·26	.....	1·40	.....	·28½	.....	1·17	.....	.....	1·13½	·68	1·86	.....	.....	.....
64	74	1·88	.....	.....	.....	.....	.....	.....	.....	.....	4·45½	.....	.....	.....	.....	.....	1·32½	.....	.....	1·69½	.....	·64½	.....	.....	.....
74	84	·23	.....	.....	.....	.....	·64½	.....	·38	.....	.....	.....	.....	·53½	·58½	.....	·40	·66	.....	.....	.....	1·36½	.....	2·34	2.86
84	94	1·65½	.....	.....	.....	38	·02½	·22½	·52½	·48	·47	.....	·73	.....	1·75	.....	.....	.....	1·23	·38	.....	1·89½	.....	·25½	.....
94	104	3·14	.....	.....	.....	·41½	.....	.....	·58½	.....	.....	.....	.....	.....	·59½	1·02½	.....	1·09½	·28½	.....	.....	2·29	.....	·57	.....
Total miles ...		25·26	1.71	1·59½	1.40	2·69½	4·65½	·41½	3·19½	1 90½	6·68	1·89	3·05½	4·29	4 36	2·92	6·71½	3·11½	1·83½	4·30½	1·33	12·95½	.....	4·04½	3·67½

GEO. R. L. FELLOWES,
Engineer-in-Charge.

SHORT LINE RAILWAY—EASTERN SECTION—ROUTE D—CURVE SHEET.

FROM the foot of Churchill Lake, Allagash River, to Hartland, New Brunswick.

Miles.		Tangents.	Curves.					
From.	To.		1°	2°	3°	4°	5°	6°
0	4	1·99	.....	·12	·36	....	·56	·97
4	14	7·22½	.....	1·32½	....	·34	.....	1·11
14	24	3·16½	.....	2·25	·30½	2·14½	.....	2·13½
24	34	6·82	·15	·42	....	·89½	.....	1·71½
34	44	5·74½	.....	2·62½	·31	·45	.....	·87
44	54	5·97	·52½	2·50½	....	·11	.....	·89
54	64	7·79	·53	·60	·21	·29	.....	·58
64	74	6·53½	·27	1·49	·16½	·77½	.....	·76½
74	84	5·13½	.....	·99½	.....	·16½	.....	3·70½
84	94	5·60	·08½	2·50	1·40	·41½	....	.....
94	104	5·98	....	1·19	....	.....	.....	2·83
Total miles.....		61·95½	1·56	16·52	2·75	5·58½	·56	15·57

GEO. R. L. FELLOWES, *Engineer-in-Charge.*

SHORT LINE RAILWAY.

FROM the foot of Churchill Lake, at the dam on Allagash River, to Hartland, on the New Brunswick Railway—Eastern Section—Route D—Estimated Cost of Line—104 miles.

Description of Work.		Quantity.	Rate.	Amount.
			$ cts.	$
Land	Acres.	1,305	10 00	13,050
Clearing	"	1,209	25 00	30,225
Earth excavation	C. yds.	1,411,337	0 30	423,401
Loose rock	"	73,389	0 50	36,695
Solid do	"	221,033	1 50	331,549
Fencing	L. rods.	12,800	1 25	16,000
Masonry, 1st class	C. yds.	3,111	12 00	37,332
do 2nd do	"	3,359	8 00	26,872
Culvert masonry	"	10,562	7 00	73,934
Steel bridges	L. feet.	1,060	44 65	47,329
Timber in cattle guards, &c., per m	B.M.	15,200	20 00	3,040
Ties	No.	275,220	0 20	55,044
Steel rails and fastenings	Tons.	10,425	30 00	312,750
Track-laying	Miles.	104·25	250 00	26,062
Ballast, 3,000 cubic yards per mile	C. yds.	312,750	0 30	93,825
Sidings	Miles.	5½	7,200 00	39,600
Passenger and freight stations	No.	10	1,500 00	15,000
Wood sheds	"	6	400 00	2,400
Water tanks and pumping engines	"	6	3,000 00	18,000
Engine house, 12 stalls	"	2	15,000 00	30,000
Machine shops and fixtures	"	1	20,000 00	20,000
Steel bridge, over St. John River		.....	.....	250,000
				1,902,108
Contingencies, engineering, &c., 10 per cent		.....	.....	190,211
Total estimate of 1st class road		.....	.....	2,092,319
Average per mile		.....	.....	20,118

GEO. R. L. FELLOWES, *Engineer-in-Charge.*

REPORT OF W. J. CRAWFORD, C. E., ON EXPLORATORY SURVEY BETWEEN RIVIERE DU LOUP AND EDMUNDSTON, SECTION G, SHORT LINE RAILWAY, WITH STATEMENT OF GRADES AND CURVES.

OTTAWA, 16th May, 1885.

SIR,—In accordance with your instructions of 31st October last, an exploratory survey has been made between Rivière du Loup and Edmundston, and I have now the honor to submit my report, although the plan and profile are not yet completed.

The length of the line recommended for location between Rivière du Loup and Edmundston measures on the plan 82·90 miles, and for convenience of description it may be divided into the following five districts:—

1st. Rivière du Loup to opposite St. Modeste, about.....	5	miles.
2nd. St. Modeste to the summit of St. Honoré.....	22½	"
3rd. St. Honoré to Lake Temiscouata, say.....	19	"
4th. Along Lake Temiscouata, say.....	14½	"
5th. From Lake Temiscouata to Edmundston.....	22	"

1st. The line leaves the Intercolonial Railway about ¾ mile out of Rivière du Loup station, crosses the river at once and then runs in an easterly direction to St. Modeste for nearly 5 miles, over a gently undulating country, a great portion being over apparently boggy ground, but probably not soft enough to give trouble (the survey having been made in winter and being made in a hurry, this could not be ascertained satisfactorily) and there are no curves or grades worth mentioning on it.

2nd. On nearing the St. Modeste village the line bends sharply to the right, round a rocky ridge and follows a couple of gullies till it reaches Lac des Roches. One of these gullies, the outlet to Lac des Roches, is narrow, with irregular banks of rock (slate) frequently running into the stream, but it is short, and with 6° curves the cost will not be excessive. The ascent to this point is very continuous and varies from 50 to 80 feet to the mile. After reaching Lac des Roches the line is reasonably level for 5 miles, till the St. Francis River is reached, when a hill of some 300 to 400 feet high, forming the east bank of the St. Francis River and the beginning of the Grande Fourche range of hills has to be crossed. The lowest place in this hill is 220 feet above and only about 1½ miles from the St. Francis River. Two lines are shown on the plan, one running close to the preliminary line, about which the most exact information is known, and the other, in dotted lines, which runs on the east side of Lac des Roches and crossing over to Lake St. Francis, it takes the River St. Francis at a higher level and at a greater distance from the depression in the hill, which gives a chance of easing the grades, and it is probable that the length of the line will be very slightly, if at all, increased. This line was, however, discovered too late to be examined thoroughly. The line following the preliminary has one objectionable bend, a long 7° curve, but it reaches the top of the hill with a grade of not more than 80 feet per mile. After crossing this hill a straight descent has to be made into a small valley, and then another hill about 300 feet high has to be got over in about 4 miles, or with grades of 80 feet per mile almost continuously. The summit is here reached about 24½ miles from Rivière du Loup and 1,000 feet above the Intercolonial Railway, and it continues for about 3 miles further to St. Honoré, over undulating ground and passing the head waters of the Grande Fourche and Toupique Rivers, which run into the St. Lawrence, and the River Blue running into the St. John.

This summit is 480 feet higher than the St. Francis River, where our line crosses it about 18 miles from Rivière du Loup, and as this river runs into the St. John this is really the summit, and it seems strange to go on ascending 480 feet. I was under the impression, when the survey was being made, that to follow the St. Francis would increase the distance to Edmundston so materially that it was out of the question, and therefore the line was continued by Lake Temiscouata, but since the plans have been partially made, and I have seen the difficulties to be encountered by the Temiscouata route, I have been much shaken in this opinion. The plans of this and the Rivière

Ouelle lines are not yet sufficiently advanced (although nearly so) to talk positively, but when they are, very complete information of the St. Francis route can be had, as it is a combination of the two lines, with the exception of part of the St. Francis valley, and even there, the most important point, the distance can be ascertained with reasonable accuracy. In the meantime, it would appear that a line to Edmundston by the St. Francis valley, although probably longer than that by Lake Temiscouata, would not add much to the length, and it would have the advantage of a summit nearly 500 feet lower, easier grades and curves, lighter work, and it would pass through a better country and one which is now entirely shut up for want of communication with the outer world.

3rd. From St. Honoré to Lake Temiscouata the line falls rapidly by the valley of the Blue River for some 7 miles, then turns sharply up a rather extraordinary but very conveniently situated small valley, joining the Blue and Savanne Rivers, to the head water of the Savanne, and thence by the Little River to Lake Temiscouata. This small valley rises to about 80 feet above the Blue River, and it seems probable that a line can be chosen descending the Blue River more gradually, and thus keeping at a higher level, it will avoid this rise and fall of 80 feet, and the grades, which now run as high as 150 per cent., will be made easier. There is, however, an awkward bend in both lines, when leaving the Blue River, but the high level line would probably be the more difficult. Down the Little River, grades of from 1 to 150 per cent. are required, and, as a fall of 520 feet has to be made in about 9½ miles, the descent is very continuous. There are three awkward bends in this district besides that mentioned, leaving the Blue River, viz., turning into the Savanne valley, leaving the Little River, and at the Catano, the latter being caused by distance being required to ease the grades, but the curves along this district are generally flat, with an occasional 5° curve.

4th. Immediately after crossing the Catano, a hill about 60 feet high at its lowest point, is met, which runs out into the lake a considerable distance, and has to be crossed. Having, therefore, to rise to this height, and as the shores of the lake are generally irregular, and in some places very rough, with high rocky points running into deep water, and deep bays on either side, one is naturally inclined to look for a line further inland, but for some distances back of the lake the ground rises to such a height (from which again the line has to descend into the valley of the Madawaska) that there seemed no choice, and the shore of the lake had to be skirted with all its sinuosities, by a succession of sharp curves all the way. It seems, however, probable, that nothing sharper than 6° curves will be necessary, and those rather exceptional, but 5° curves will be rather common, although, of course, one must speak diffidently about the exact degree of curvature from a compass survey.

5th. From Lake Temiscouata to Edmundston, along the valley of the Madawaska, for a distance of 22 miles, the line is practically both level and straight. Several rather important streams are crossed, but they are not high, and otherwise the work is of the lightest.

There has not been time to make out approximate estimates of the quantities and the relative amounts of rock and earth excavation, but it may be stated, generally, that considering the nature of the ground the cost will probably be very light, the line generally running along the surface and the bridging being light. On districts 1 and 5 (a distance of 27 miles) nothing but a surface line will be required, but along 2, 3 and 4 no doubt there will be some hard, igneous rock, but the quantity will probably be comparatively small.

The following is a list of the more important bridges :—

Rivière du Loup	3	spans,	100 feet.
Green River	2	do	50 do
Rivière des Roches	1	do	50 do
Rivière St. Francis	1	do	40 do
Little River	2	do	50 do
Catano do	2	do	50 do
Theriault Creek	1	do	25 do

Rivière aux Perches	2	spans,	50 feet.
Trent River	2	do	50 do
Madawaska River	3	do	100 do
At 64th mile	2	do	25 do

Due consideration was paid to the lines formerly run, and as far as possible to all the new lines proposed, in order to secure the best possible line between Rivière du Loup and Edmundston, and there seems no reason to believe that any radical change can be made to advantage, except perhaps the line already mentioned *viâ* the St. Francis valley, and a possible diversion between St. Modeste and Lake Temiscouata. This latter was examined, but some obstacles were met which seemed to condemn the line, but the circumstances were unfavorable for a thorough examination, and since then I have learned that the difficulties I saw can be avoided by means I was unable to investigate, therefore I would now recommend that further surveys be made in this direction to settle the matter satisfactorily before the line be located.

The country is more or less settled throughout the line, sparsely for about 25 miles, but fairly well for the rest of the distance.

The following villages are passed, but none of them seem very prosperous:—St. Modeste, St. Honoré, St. Louis de Ha Ha, Notre Dame du Lac and St. Jean.

Along about half the distance the line runs through a country either barren or too high for advantageous farming, the snowfall in the mountains being very heavy, and consequently the season is too short, but the other half seems to be fairly good farming country if worked on proper principles, and there were a market within reasonable distance.

There is still some lumber left in the country, and half a dozen saw mills seem to make a living, but it has been badly culled by lumbering operations in former times and by fire, so the good stuff is much scattered now, and most of the bush is only fit for firewood.

I have the honor to be, Sir, your obedient servant,

WILLIAM J. CRAWFORD.

COLLINGWOOD SCHREIBER, Esq., Chief Engineer and
General Manager Government Railways, Ottawa.

RIVIÈRE DU LOUP AND EDMUNDSTON RAILWAY.

GRADIENTS.

Miles.	Level.	Ascending West.												Ascending East.												Total Miles.
		Rise per 100 Lineal Feet.																								
		·10	·20	·30	·40	·50	·60	·70	·80	·90	1	1·30	1·50	·10	·20	·30	·40	·50	·60	·70	·80	·90	1	1·30	1·50	
0 to 10	2 51	.....	.....	0·38	.....	0·45	.....	.....	.....	.....	0·15	.....	.....	.....	.....	.....	0·57	0·42	0·25	.....	0·28	.....	2 75	0 08	2·16	10·00
10 to 20	2·75	.....	0·57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0 97	.....	.....	0·76	0·33	.....	0·42	2·38	1·82	10 00
20 to 30	1·19	.....	.....	.....	.....	0·75	0·31	.....	.....	.....	1·42	....	1·76	.....	.....	.....	.....	.....	.....	0·38	.....	.....	0·61	.....	3·58	10·00
30 to 40	1·07	.....	.....	.....	.....	.....	.....	.....	.....	.....	2·12	4·72	0·57	.....	.....	.....	.....	0·38	.....	....	.....	.....	1·14	.....	.....	10·00
40 to 50	2·73	.....	.....	0·38	.....	.....	0·44	0 19	0 50	.....	3·14	.....	1 06	.....	.....	.....	.....	0·23	.....	.....	.....	1·33	.....	.....	.....	10·00
50 to 60	5·66	0 19	.....	0·38	0·47	0·38	.....	.....	.....	.....	0·29	.....	.....	.....	.....	0 88	0·95	0·61	.....	0·19	.....	.....	.....	.....	.....	10·00
60 to 70	6 02	.....	1·04	.....	0·28	1·33	.....	.....	.....	.....	.....	.....	.....	.....	.....	0·51	0·33	0·11	0·38	....	.....	....	.....	.....	.....	10 00
70 to 80	5·08	1·51	0·38	.....	0·57	0·30	.....	.....	.....	.....	.....	.....	.....	.....	1·26	.....	0·71	0 19	.....	.....	.....	.....	.....	.....	.....	10 00
80 to 82·90	1·59	.....	.....	.....	.....	1·10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0·21	.....	.....	2 90
	28 60	1·70	1·99	1·14	2·07	3·56	0·75	0·19	0·50	.....	7·12	4·72	3·39	.....	1·26	1·39	3 53	1·94	0·63	1·33	0·61	1·33	5·13	2·46	7·56	82·90

WILLIAM J. CRAWFORD, *Engineer-in-Charge.*

RIVIÈRE DU LOUP AND EDMUNDSTON RAILWAY.

Division.	Tangents.	Curves.							Total Miles.
		1°	2°	3°	4°	5°	6°	7°	
miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.	miles.	
0 to 10	5·96	1·20	0·64	0·85	.....	1·35	.....	.....	10·00
10 to 20	6·19	0·07	.....	1·34	.....	1·11	0·90	0·39	10·00
20 to 30	4·91	0·79	1·15	1·25	.....	1·90	.....	.....	10·00
30 to 40	5·36	.....	1·20	1·90	.....	1·54	.....	.....	10·00
40 to 50	5·95	0·43	.....	1·07	0·49	2·06	.....	.....	10·00
50 to 60	4·21	.....	.....	0·55	.....	3·91	1·33	.....	10·00
60 to 70	7·23	2·23	.....	0·19	.....	0·35	.....	.....	10·00
70 to 80	7·87	1·50	.....	0·63	.....	.....	.....	.....	10·00
80 to 82·90	1·31	.....	.....	1·59	.....	.....	.....	.....	10·00
	48·99	6·22	2·99	9·37	0·49	12·22	2·23	0 39	82·90

RETURN

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To an ADDRESS of the HOUSE OF COMMONS, dated the 17th February, 1885;—

For Copies of all Correspondence, Orders in Council, Contracts and other papers in connection with the projected Railway between Oxford and New Glasgow, in Nova Scotia, or in relation to any of the Companies or individuals negotiating for the construction of any part of the projected Short Line within the bounds of the Province of Nova Scotia, and particularly an Instrument signed by Sir Charles Tupper, the Minister of Railways, about 9th May, 1884, whereby he, as representing the Crown, entered into certain engagements with Norvin Green, President of the Montreal and European Short Line Company, or with that Company; and of all Orders or arrangements cancelling the said Agreement, and of the evidence as to the ability of the Company on which said Agreement was made; and of all Orders and authorities under which the Oxford Branch Railway was completed, or money thereon expended, out of the Intercolonial appropriation; and of all Agreements in connection with such expenditure; and of all Statements, representations and letters made by or on behalf of Contractors, Companies, Railway Companies, Construction Companies, Laborers, Merchants or others, who have been concerned in the work, and of all Reports made to any Department or to Council, upon any of the above subjects.

By Command,

J. A. CHAPLEAU,

Secretary of State.

Department of the Secretary of State,
Ottawa, 7th May, 1885.

CERTIFIED *Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 24th July,* 1882.

On a report, dated 27th June, 1882, from the Minister of Railways and Canals, stating that by an Act passed during the last Session of Parliament authority was given for the grant of subsidies towards the construction of certain lines of railway, amongst them being a line from Oxford to New Glasgow, both in the Province of Nova Scotia, the subsidy authorized for which is $3,200 a mile, the total sum payable not to exceed $224,000.

That under the terms of the Act the following conditions are attached to the grant: 1st. The company to whom the subsidy is to be granted shall be approved

by the Governor in Council as having established to his satisfaction their ability to complete the line within a reasonable time, to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, on the report of the Minister of Railways and Canals, and specified in an agreement to be made by the company with the Government.

2nd. The subsidy shall be payable out of the Consolidated Revenue Fund of Canada by instalments on the completion of each ten miles of railway, such instalments to be proportionate to the value of the part of the line completed in comparison with the whole work undertaken, the proportion to be established by the report of the Minister of Railways and Canals.

3rd. The granting of the subsidy shall be subject to conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, the conditions to be determined by the Governor in Council.

That by an Act passed during the same Session a company has been incorporated, under the title "The Great American and European Short Line Railway Company," for the construction of a railway line from a point at or near Cape North, in the island of Cape Breton, to the Strait of Canso, and from New Glasgow to a point at or near Oxford, Amherst or some other suitable point of intersection with the Intercolonial Railway, the said railway to be commenced within three years after the passing of the Act, and to be completed in seven years.

That by a letter dated the 23rd May, 1882, Mr. A. L. Blackman, the managing director of the said company, has offered to construct the line from Oxford Station, on the Intercolonial Railway, to New Glasgow, for the subsidy authorized by Parliament, to prepare for an immediate location survey, to enter into a contract with the Government at once, and to prosecute the work thereafter vigorously until it is completed. He further offers to construct a branch to Pugwash, and to connect the harbors of Wallace, Tatamagouche and River John, and also the town of Pictou, with the main line.

The Minister having confidence in the ability of the company to complete the line in accordance with the intention of the Act authorizing the subsidy, recommends that authority be given for entering into contract with the company represented by Mr. Blackman for the construction of the line between New Glasgow and Oxford, such line to be completed by the 1st day of January, 1884, and to be commenced within three months from the date of the signing of the contract, a draft of which, embodying the several conditions which were had in view in the framing of the Act above cited, accompanies his present report.

Furthermore, in consideration of the construction on the part of the company of the proposed connections between the main line and Pugwash, Wallace, Tatamagouche, River John and Pictou, the Minister recommends that, in addition to the subsidy authorized by the Act, there be transferred to the company, in fee simple, under the 97th clause of the Government Railway Act of 1881, the ballast siding at present existing between Oxford village and the Intercolonial Railway, the company paying therefor the actual cost of its construction, the Government reserving, however, the right at all times to use such siding for the purpose of procuring ballast; also that there be furnished to the company, upon the same terms and conditions as to other branches regarded as feeders of the Intercolonial, the iron rails required to construct the branches to Pugwash and the town of Pictou—the sale of the three miles from Oxford station to Oxford to be subject to the approval of Parliament.

The Committee submit the foregoing recommendations for Your Excellency's approval, with the understanding that the proposed loan of old rails shall be subject to the approval of Parliament, and that the contract be approved of by the Minister of Justice.

JOHN J. McGEE.

ARTICLES of AGREEMENT made and entered into this twenty-eighth day of July, in the year of Our Lord one thousand eight hundred and eighty-two, between "The Great American and European Short Line Railway Company," of the first part, and Her Majesty Queen Victoria, represented herein by the Minister of Railways and Canals, of the second part.

Witnesseth that whereas it is in and by an Act passed in the session of the Parliament of Canada held in the forty-fifth year of Her said Majesty's reign, chaptered fourteen, and intituled: "An Act to provide for the granting of subsidies for the construction of certain lines of Railway therein mentioned," amongst other things in effect enacted: that it shall be lawful for the Governor in Council to grant, for the construction of a railway from Oxford to New Glasgow, both in the Province of Nova Scotia, a subsidy not exceeding three thousand two hundred dollars per mile, nor exceeding in the whole two hundred and twenty-four thousand dollars.

The said subsidy to be granted to such company as shall be approved by the Governor in Council as having established to his satisfaction its ability to complete the said railway within a reasonable time to be fixed by Order in Council, and according to descriptions and specifications to be approved by the Governor in Council, such subsidy to be payable by instalments, on the completion of each ten miles of railway, proportionate to the value of the portion so completed in comparison with the whole work undertaken, such proportion to be established by the report of the said Minister of Railways and Canals; provided always, that the granting of such subsidy shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting therewith, as the Governor in Council may determine; and whereas "The Great American and European Short Line Railway Company" has been duly approved by the Governor in Council, and have established to his satisfaction their ability to complete the said railway within a reasonable time, to be fixed by Order in Council, such time having been fixed as the first day of January, in the year of Our Lord one thousand eight hundred and eighty-four; and whereas the Governor in Council has duly approved of the descriptions and specifications hereto annexed, marked "A;" and whereas "The Great American and European Short Line Railway Company" have agreed to build branch lines from the said line of railway to Pugwash, Wallace, River John, Tatamagouche, and Pictou; and whereas Her Majesty has agreed to furnish "The Great American and European Short Line Railway Company" (in addition to the said subsidy, and upon the same terms and conditions as are furnished other branch lines considered to be feeders of the Intercolonial Railway) with sufficient used iron rails to lay the branch lines to Pugwash and the town of Pictou, and also agrees to transfer and set over to "The Great American and European Short Line Railway Company" the ballast siding constructed from Oxford Station, on the Intercolonial Railway, to the village of Oxford, the cost of the same to be paid by the company, Her Majesty, however, reserving the right to use such siding, free of charge, for the purpose of procuring ballast for the Intercolonial Railway.

Now, this agreement witnesseth that in consideration of the said subsidy, to be paid in the manner aforesaid, the iron rails for the branch lines to Pugwash and Pictou to be furnished upon the terms and conditions aforesaid, and the ballast siding constructed from Oxford Station, on the Intercolonial Railway, to the village of Oxford, "The Great American and European Short Line Railway Company" covenants and agrees to and with Her Majesty, Her heirs and successors, in manner following, that is to say;—

1. That the company shall and will well, truly and faithfully, make, build, construct and complete a line of railway from Oxford Station to New Glasgow, with branch lines from the said railway to Pugwash, Wallace, River John, Tatamagouche and Pictou, the points and approximate route and course being shown on the map, hereunto annexed, marked "B," and all bridges, culverts and works appurtenant thereto, and will build, construct and complete the said line of railway, branch lines, bridges, culverts, works, and all the engineering services, whether in the field or in

preparing plans or doing other office work, to the entire satisfaction of the Governor in Council.

2. That the company shall and will locate and construct the said line of railway on as straight a course as practicable, between Oxford and New Glasgow, with only such deviations as may seem absolutely indispensable to avoid serious engineering obstacles, and as shall be allowed by the Governor in Council.

3. That the gradients and alignments shall be the best that the physical features of the country will admit of, without involving unusually or unnecessarily heavy works of construction, with respect to which the Governor in Council shall decide.

4. That the company shall and will furnish profiles, plans and bills of quantities of the whole line of railway, in ten mile sections, and that before the work is commenced on any ten mile section such profiles, plans and bills of quantities shall be approved by the Governor in Council and before any payments are made the company will furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the work executed with that remaining to be done.

5. That the Minister of Railways and Canals may keep and retain five per cent. of the subsidy, or of such part thereof as the company may be entitled to for three months after the completion of the said line of railway and the works appertaining thereto, and for a further period, until the said Minister is satisfied that all failures or defects in said line of railway and the works appertaining thereto, that may have been discovered during the said period of three months, or such further period, have been permanently made good.

6. That the said company shall commence the works embraced in this agreement within three months from the date hereof, and shall complete the same by the first day of January, in the year of Our Lord one thousand eight hundred and eighty-four, time being declared to be material and of the essence of this contract, and in default of such completion as aforesaid, on or before the last mentioned date, the company shall forfeit all right, claim or demand to the sum of money or percentage hereinbefore agreed to be retained by the Minister of Railways and Canals, and any and every part thereof, as also to any moneys whatever which may be, at the time of the failure of the completion as aforesaid, due or owing to the company.

7. That the company will, upon and after the completion of the said line of railway, branch lines and works appertaining thereto, truly and faithfully keep and maintain the same, and the rolling stock required therefor, in good sufficient working and running order, and shall continuously and faithfully operate the same.

8. That the company will build, construct and complete the said line of railway, branch lines and works appertaining thereto, in all respects in accordance with the specifications thereto annexed, marked "A," and upon a line of location to be approved by the Governor in Council.

9. That the company will pay to Her Majesty the cost of the ballast siding from Oxford Station, on the Intercolonial Railway, to the village of Oxford.

10. That Her Majesty shall have the right to use the said ballast siding free of charge, for the purpose of procuring ballast for the Intercolonial Railway.

11. That the granting of the said subsidy, rails and ballast siding, shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with the said line of railway, as the Governor in Council may determine.

12. And that the said line of railway, branch lines and works appertaining thereto, together with all the franchises, rights, privileges, property, personal and real of every character, shall, upon completion of the said line of railway, branch lines and works appertaining thereto, be the property of the company.

In witness whereof, The Great American and European Short Line Railway Company have caused their corporate seal to be affixed hereto, and these presents to be

signed by, and the Minister of Railways and Canals hath hereunto affixed and set his hand and the seal of the Department of Railways and Canals.

THE GREAT AMERICAN AND EUROPEAN
SHORT LINE RAILWAY COMPANY.

By order of Provisional Board of Directors.

NORVIN GREEN, *Chairman.*

Signed by NORVIN GREEN, Chairman, in presence of COLLINGWOOD SCHREIBER.

CHARLES TUPPER,
Minister Railways and Canals.

Signed in the presence of H. A. FESSIAULT.

A. P. BRADLEY,
Secretary.

Certified a true copy.

JOHN J. McGEE.

SPECIFICATIONS AND DESCRIPTIONS.

1st. The railway shall be a single track line, with gauge 4 feet 8½ inches, with necessary sidings.

2nd. The alignments, gradients and curvature shall be the best the physical features of the country will admit of, the maximum grade of the trunk line not to exceed 80 feet to the mile, and the minimum curvature not to be of less radius than 955 feet.

3rd. In all wooded sections the land must be cleared to the width of 50 feet on each side of centre of line; all brush and logs must be completely burnt up, and none thrown on to the adjacent lands.

4th. All stumps must be grubbed out within the limits of cuttings under 3 feet in depth, or embankments less than 2 feet in depth.

5th. All stumps must be close-cut where embankments are less than 4 feet and more than 2 feet in height.

6th. Through settlements the railway must be enclosed with substantially-built legal fences.

7th. Road crossings, with cattle guards and sign board, shall be provided wherever required.

8th. The width of cuttings at formation shall be 20 feet; embankments 16 feet.

9th. Efficient drainage must be provided, either by open ditches or under-drain.

10th. All bridges, culverts and other structures, must be of ample size and strength for the purpose intended; piers and abutments of bridges and culverts must be of massive stone masonry or iron, made of durable and suitable materials, thoroughly permanent in character, and in every essential particular, equal to the best description of like work employed in similar railway work in the Dominion.

11th. The rails shall be of steel, weight 56 pounds per lineal yard, of approved section, and with the most approved fish or scabbard joints.

12th. The roadway must be well ballasted with clear gravel or other suitable material.

13th. Sufficient siding accommodation shall be provided by the company as may be necessary to meet the requirements of the traffic.

14th. Sufficient rolling stock, necessary to accommodate the business of the line, shall be provided by the company, with stations and terminal accommodation, including engine sheds, turn-tables, shops, machinery, &c.

Certified a true copy.

JOHN J. McGEE.

OTTAWA, 5th March, 1884.

DEAR SIR,—As it was found necessary to give the Pictou Branch, which cost over $2,400,000—$600,000 in cash and 160,000 acres of Crown lands—in order to induce a company to construct a railway from New Glasgow to the Strait of Canso; and as the said company and the Local Government of Nova Scotia successively sold their interest in the said Pictou Branch and Eastern Extension, from New Glasgow to the

Strait of Canso, for $1,200,000, which is only half the original cost of the Pictou Branch alone, we consider that a subvention, consisting of Eastern Extension alone and $3,200 per mile, is totally inadequate for the construction of a railway from the Strait of Canso to Louisburg, in view of the facts:

(1.) That the Pictou Branch pays each year about $60,000, as repeatedly estimated by both political parties in Nova Scotia, over running expenses; and

(2.) That the Eastern Extension actually earned $9,000 less than running expenses last year.

A railway from New Glasgow to Louisburg would prove a valuable feeder to the Intercolonial from New Glasgow to Halifax, to which the trade of that section of the Province of Nova Scotia will naturally flow. The railway east of New Glasgow must be treated simply as a feeder to railways west of New Glasgow. That section from New Glasgow eastwards will never carry as much traffic eastward as it will westward. It will therefore be a valuable subvention to railways west of New Glasgow, whether run by the Government or by a company. The Short Line from Montreal to New Glasgow would not have as much interest in extension eastward of New Glasgow as the Intercolonial from New Glasgow to Halifax. As soon as the Short Line from Montreal will be finished eastward to New Glasgow it will cease to have much interest in a line east of New Glasgow that will contribute its traffic principally to the Intercolonial, between New Glasgow and Halifax. The company constructing the Short Line from Montreal to New Glasgow will therefore naturally decline to build east of the Strait of Canso without a much larger subsidy than should suffice to enable a company to build from New Glasgow to the Strait of Canso, and will require a larger subsidy than would now suffice to induce the same company to undertake the Cape Breton section concurrently with other sections of the Short Line from Montreal to Louisburg.

Any railway scheme, therefore, such as agreed upon by the maritime members supporting the Government, having in view the shortest practicable route between Montreal and St. Andrews, St. John, Halifax and Louisburg, unless it provides that the Cape Breton section of that line shall be commenced, prosecuted and finished concurrently with the other sections of the short line, either by the same company or by the Dominion Government, will unfairly discriminate in favor of the unconstructed sections of the line west of New Glasgow, and render it more difficult to secure extension from the Straits of Canso to Louisburg, after the short line will be finished to New Glasgow, than at present.

We have the honor to be, Sir, your obedient servants,

C. G. CAMPBELL,
H. CAMERON,
MURRAY DODD,
WM. McDONALD,
HENRY N. PAINT.

Hon. Sir CHAS. TUPPER, Minister of Railways, Ottawa.

OTTAWA, 27th March, 1884.

SIR,—Having been instructed to report to you upon a scheme proposed for the establishment of a short line of railway between Montreal, St. John, Halifax and Sydney, C.B., I have the honor to state that very considerable concern appears to have seized upon the public mind of Canada at the prospect of the winter port of our great trunk lines being selected in the United States, and that a number of the representatives of the people assembled at Ottawa for their parliamentary duties, feeling how important it is that the trade of central, north-western and western Canada should find its way in winter to the seaboard of eastern Canada, have petitioned the Government for aid in the construction of a line of railway connecting our two great trunk lines, the Grand Trunk and Canadian Pacific, with the seaboard of St. John, Halifax and Sydney, by means of a railway connecting with those lines at Montreal, and proceeding by the shortest and most direct practicable route to be obtained.

The action taken so far has resulted in two offers being made for the construction of such a line, one being for the construction of a road from Montreal, Halifax, St. John and New Glasgow, for a subsidy of $300,000 a year, for twenty years; and the other for a line from Montreal to St. John, Halifax and Sydney, for a subsidy of $300,000 a year, for fifteen years, and the subsidy already granted on the sections between Oxford and New Glasgow and Sydney, amounting to $480,000, in addition to the transfer, free of charge, of the line from New Glasgow to Canso, 80 miles in length.

The advantages of this short line to our ocean-borne traffic are manifest, as the following table of distances clealry shows:—

Montreal to St. John.

	Miles.
1. Short line proposed	427
2. Grand Trunk and Intercolonial	747
3. Grand Trunk, Maine Central and New Brunswick	586

Montreal to Halifax.

1. Proposed short line	672
2. Grand Trunk and Intercolonial	845
3. Grand Trunk, Maine Central and New Brunswick	862

Montreal to Sydney.

1. Proposed short line	774
2. Grand Trunk and Intercolonial	993
3. Grand Trunk Main Central	1010

It will thus be seen that the following named Canadian seaports will be brought nearer to Montreal and the great wheat fields of the West and North-West, by the construction of the proposed short line, than by any existing line, viz.:—

	Miles.
From Sydney, C. B., by	219
Halifax, by	173
St. John, by	159

St. John, however, would be the first ocean port met on the way, being nearer to Montreal than Halifax by 245 miles, and than Sydney by 347 miles, so that as regards distance St. John has a decided advantage.

This saving of distance will facilitate the movement of grain produce and manufactures eastward, and of coal, fish and other products of the eastern Provinces westward, this traffic, under the existing system, being very heavily handicapped by the great excess of distance to our own ports over that to the American ports. By the adoption of this proposed short line the disparity of distance is reduced to a minimum.

Should it be determined to grant aid towards the construction of such a line of connection, I beg to suggest that no particular company be specified, but that the subsidy be given to such company as shall satisfy the Government of its ability to carry the enterprise to a successful termination.

I would also recommend that ample security be taken for the construction and efficient operation of the road, the conditions being that any failure, either in completion or operation, be followed by forfeiture of the entire property.

Of the two offers received, the first appears to be the most favorable, and, in my opinion, affords sufficient inducement for the enterprise to be taken up.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

A. P. Bradley, Secretary Department Railways and Canals.

CANADIAN GOVERNMENT RAILWAYS.
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 3rd April, 1884.

SIR,—I have again the honor to report upon the scheme for a short line railway, connecting Montreal with St. John, Halifax and Sydney, and I now beg to suggest the division of the line, for purposes of construction, into two sections, the western section extending from Montreal to Moncton, the headquarters of the Intercolonial Railway, and the eastern section from Moncton to Sydney.

The length of road to be constructed may be estimated approximately at—

Western section	323 miles.
Eastern section, with Oxford Branch	240 "
	563 "

The object of this proposed short line of railway is to bring the winter ports of Canada as near as possible to the wheat fields of the west and north-west, and to enable them to compete successfully with the American ports for the ocean borne business to and from the west and the Pacific coast; and it is believed that this object will be attained by the consummation of the short line project; and that not only will the ports of St. John, Halifax and Sydney benefit by this direct connection with the west, but that its advantages will extend to the whole Dominion.

In my report of 27th ult. I stated that I considered that an offer which had been received was sufficient to induce the taking up of the enterprise. This offer was to build the missing links necessary to complete the direct short line from Montreal to Sydney for an annual subsidy of $300,000 for fifteen years, plus the subsidy of $480,000 already granted, and the free gift of the Eastern Extension Railway, 80 miles in length. I may now state, however, that the scheme might be undertaken on terms still more favorable, and I beg to submit the following suggestion:—

That for the construction of the western section a grant of $140,000 per annum for fifteen years be made (or a guarantee of a similar sum as interest on the bonds of the company undertaking the work, for fifteen years), in aid of the construction of the shortest and best line to be found from Montreal to St. John and Halifax, in accordance with the resolutions of last year appropriating aid to the Intercolonial Railway. In the case of the eastern section, I would suggest a direct subsidy of $60,000 annually for fifteen years, or a guarantee of a similar sum as interest on bonds of the company undertaking the work for fifteen years; also the present subsidy of $480,000 and the transfer, in fee simple, of the Eastern Extension, with its present equipment,—the conditions of such aid being the construction of a direct short line from Moncton to Sydney, comprising the section fron Moncton to New Glasgow, with branches to Oxford Station on the Intercolonial Railway, to Pugwash and Pictou (the line from Moncton to New Glasgow connecting with the Eastern Extension); also the section from the Gut of Canso, at the eastern terminus of the Eastern Extension, to Sydney, C.B.

The standard of the road should be—western section, that of the Intercolonial Railway both in construction and equipment; eastern section, that of the Eastern Extension Railway, between New Glasgow and Canso. The location of both sections should be subject to the approval of His Excellency the Governor General in Council.

I would also recommend that from any company receiving these subsidies an ample guarantee be taken for the completion of the work within three years from 1st July next, and that the contract should embody such safeguards as the Government may deem necessary to secure the public interest.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

A. P. BRADLEY, Esq., Secretary Department Railways and Canals.

9th April, 1884.

As matters stand, I do not think proposal for whole line would be entertained. If your company is not prepared to make an offer for Oxford to Sydney section, I hope you will obtain an official offer from your company, in the terms stated in Dr. Green's memorandum, for the surrender of your charter, so that the Government may be able to secure the payment of the laborers left so long unpaid, and arrange for the construction to Sydney.

CHARLES TUPPER.

Col. SNOW, New York.

Telegram from New York to Sir Charles Tupper.

OTTAWA, 9th April, 1884.

I find great hesitancy about taking Oxford to Sydney only, but arrangements can be completed with London bankers to advance on our bonds, as planned, if entire line is given to us. If such arrangements are completed, can we be assured that it will be given?

SNOW.

OTTAWA, 15th April, 1884.

DEAR SIR CHARLES,—In reference to the Short Line Railway subsidies and the contracts to be made in connection therewith, we beg to call your attention to a communication from Messrs. Stewart and Chisholm, trustees on behalf of the sub-contractors with the North American Construction Company, and the Great American and European Short Line Railway Company, made to you in December last, asking that the debts due to them from the companies be secured.

We would also call your attention to a letter from Hon. Mr. Pope, Acting Minister of Railways, to Dr. McDougall, one of the sub-contractors, promising that nothing would be done with the company until the claims of the sub-contractors were settled.

We hope that no arrangement will be made with any company for the construction of the railway between Oxford and New Glasgow which does not provide, as a condition precedent, for the payment of the outstanding claims for labor, &c.

It is evident that if the old company is unable to pay its labor bills its stability is not adequate for the undertaking.

Yours faithfully,

JOHN McDOUGALD,
CHARLES H. TUPPER.

HOUSE OF COMMONS, OTTAWA, 21st April, 1884.

SIR,—By an Act sanctioned, on Saturday last, by the able representative of Her Most Gracious Majesty, intituled "An Act to authorize certain subsidies and grants for and in respect of the construction of the lines of Railway therein mentioned," a subsidy is granted for the construction of a line of railway from Oxford Station, on the Intercolonial Railway, to Sydney or Louisburg, in the Province of Nova Scotia.

While rejoicing, as a Cape Breton member, at substantial aid being afforded to any railway in that island—for any railway will help to remove the isolated position of the coal and other industries there—yet I cannot, as a member of the Dominion Parliament, allow the true interests of Canada to be injured by the possible selection of an inferior port as the terminus of that railway.

The option is given in the Act of making Sydney or Louisburg the terminus of this much-needed railway through the length of Cape Breton. But I hold, with the other Cape Breton members, as is evident by their memorandum addressed to the Minister of Railways, dated Ottawa, 5th March, 1884, that there is no choice—that there is but one port suitable both in summer and winter as such terminus, and that port is Louisburg.

All the memorials that have been presented to the Government respecting the extension of railways into Cape Breton refer to Louisburg alone as the Eastern terminus of the line of railway sought to be obtained. Even in last year's statutes we find a subsidy granted to Louisburg or Sydney, thus showing a preference for Louisburg.

It is true that Mr. Collingwood Schreiber, in his report of 3rd April, 1884, as Chief Engineer of the Government of Canada, recommends a certain subsidy to be given to the company undertaking the work, the conditions of such aid being the construction of a direct short line from Moncton to Sydney.

But we find Mr. Collingwood Schreiber, in June, 1874, as one of the engineers and corporators of the Eastern Counties Railway Company, agreeing to construct, as a profitable business speculation, a line of railway from New Glasgow to Louisburg.

The questions naturally arise, what caused Mr. Schreiber to prefer Louisburg in 1874, and Sydney in 1884? Why was he willing to risk his private fortune in 1874, to build a railway to Louisburg? And why, in 1884, did he risk the fortune of the State in recommending that the same line of railway should have its terminus at Sydney and pass by Louisburg?

Throughout the entire correspondence between the Dominion and Nova Scotian Governments in 1874, on the question of subvention for this railway in Cape Breton, no mention whatever is made of any other eastern terminus but Louisburg.

The following passage occurs in a letter addressed to the Hon. Mr. Mackenzie, the then Premier of the Dominion, by the financial director of a wealthy English association:—

"It may not be out of place to state also, allowing that the works now being executed on the canals of the St. Lawrence will permit, within three years, of vessels of 1,000 and 1,200 tons burthen proceeding from Chicago to the sea, that Louisburg, with its cheap and abundant coal and iron, an open harbor all the year round for steam navigation, and situated at the mouth of the St. Lawrence, cannot fail in becoming the true seaport of that river, and for the mighty trade which is yet to flow over it to England and the continent of Europe."

The same Mr. D. J. Kennelly, in November, 1874, writes:—"Moreover, I explained my firm conviction that Louisburg, with cheap coal and iron, must become the seaport of the St. Lawrence, for the enormous trade to come forward through the intended system of canals; and as passenger traffic gravitated to the place of shortest sea passage, so Louisburg, eventually, would form the trans-Atlantic port for mails and passengers."

The offer of this capitalist to build this road was based on calculations formed by Mr. W. H. Tremaine, C.E., after completing the field work of the survey for his employer, Mr. Kennelly.

On the military principle that it is lawful to receive instruction from an enemy, and adopting the almost legal maxim, that the best evidence is that extracted from the adversary's witness, I may be pardoned if I quote from a pamphlet written in support of the claims of Sydney harbor to the terminus of such a railway as has just been subsidized by the Dominion Parliament.

In February, 1851, at a public meeting in Sydney, C.B., a committee was appointed to prepare a report with reference to connecting that island by steam navigation with the mother country, and by railway with the United States and neighboring colonies, and to enquire into the capabilities of the harbor of Sydney as one of the termini of the projected European and North American Railway.

The following composed the Committee:—Hon. Mr. Justice E. M. Dodd, Messrs. R. Brown, T. D. Archibald, H. Davenport and P. Moore.

The Report states that: "In the summer of 1850 a convention was held at Portland, in the United States, which was attended by persons of great influence in the Union, by delegates from the British Provinces representing their respective Governments, and others deputed to further particular local interests in the Provinces of Canada, New Brunswick, and Nova Scotia proper. Cape Breton was not

represented, but some of the delegates remarked on her important position on the map of North America.

"A series of resolutions were adopted, declaratory of the unanimous opinion held in the United States and British Provinces, that the spirit of the age demands a shorter way of interchange between Europe and America than even the present reduced passage affords, a determination to effect a junction by extending the lines of railway at present in operation in the United States to the eastern seaboard of Nova Scotia, and thence by bridging the Atlantic with powerful steamers to some place in Ireland.

"It appears to your committee that this object can only be accomplished by a route which, crossing the Atlantic at its narrowest part, obtains a footing on the most easterly point of America, and shortens the sea by adding to the extent of land travelling, since ocean steam vessels have not yet exceeded an average speed of 12½ miles per hour, whilst the locomotive can easily accomplish 40 miles."

I may remark that the ocean passage to Louisburg may be made in five days, and that the mail would be delivered about two days sooner in New Orleans and the Western States if landed at Louisburg and not at New York.

The committee continue:—

"Cape Breton, from its geographical position, has been very generally designated in the United States the long wharf of America, a truthfulness of description peculiarly significant of the sagacity of its people. Situated between 59° 33′ and 61° 40′ west longitude, and 45° 27′ and 47° 5′ north latitude, its greatest length about 100 and its greatest breadth 80 miles, comprising an area of about 2,000,000 acres, of which at least 1,000,000 are fit for cultivation; abounding with mineral wealth, the most important of which consists of extensive coal fields; with a climate singularly healthy, and a population estimated at 70,000, engaged principally in agriculture, mining and the fisheries, it is unquestionably one of the most valuable possessions of the British Empire.

"The island has several good harbors, including Sydney, on its eastern, and Louisburg on its southern seaboard. * * * Louisburg is the nearest to Europe, being only 1,940 miles from Galway; Sydney is 1,950 miles from Galway. * * * It is true the navigation of Sydney is impeded by ice, generally from two to four months in the winter, whilst Louisburg, also an excellent harbor, is open nearly all the year round. * * * Sydney, as has already been stated, is impeded by ice in the winter."

Steamers can obtain coal at Louisburg at from $2 to $2.50 per long ton.

The practibility of constructing a line of railway from Sydney to New Brunswick was then considered by the committee,—they continue: "No railway has yet been made in the island of Cape Breton, but the concurrent testimony of travellers, land surveyors and others, who know the country well, is conclusive that a most favorable line can be obtained. Commencing at Sydney, thence up to and along the valley of the River Mira to Grand River Lake, thence through St. Peter's to the Gut of Canso the distance is seventy miles."

Here I have conclusive evidence that the route of the railway should be through the county of Richmond, for after leaving Louisburg, I would follow the course given by the committee for the railway I desire to see constructed. The officially reported length of the present existing narrow gauge railway between Sydney and Louisburg is thirty-two miles, consequently a railway from Louisburg to the Gut of Canso would be many miles shorter, assuming the estimate given by the committee to be correct.

It is very far from my desire to prevent communication with the port of Sydney from Nova Scotia proper. But I have naturally a determination to prevent, if possible the sacrifice of the interests of Louisburg, and consequently those of the county of Richmond. A few miles west of Louisburg there is a convenient and suitable locality whence a branch line might deviate towards Sydney, utilizing the present graded road-bed of the narrow gauge railway, now in operation between Louisburg and Sydney.

In order completely to establish the vital point that Louisburg is open to navigators all the year round, which is not quite conceded by the Sydney committee, whose other arguments make so much in my favor, I may be permitted to quote from a pamphlet published in London by a gentleman having a perfect knowledge of what he asserts, by personal investigation of Cape Breton in 1817, when General Ainslie was Governor. Writing about the climate, he says: "About the 1st of January navigation closes, and the harbors of the Island, except Louisburg, Mainà-Dieu and St. Peter's Bay, are frozen up, so as to form a complete bridge of ice, &c." In that accurate compilation known as "Lovell's Gazetteer" (Edition 1874) we find the statement that "Louisburg has a fine harbor, open the year round."

Let us now consider the respective merits of the two routes so far proposed for the railway extension in Cape Breton. If the so-called central or northern route was adopted, the result would be to deprive the county of Richmond and its 17,000 inhabitants of all railway communication whatsoever. According to my calculations, a direct line from Canso to Louisburg would be only 75 miles in length. The whole line has been surveyed by an able engineer, who found no difficulties, and only small streams to bridge. The portion from Canso to St. Peters is a level of some 25 miles.

Can it be seriously contemplated to construct a railway upwards of 100 miles to Louisburg by way of Sydney, when 75 miles is ample to reach Louisburg direct, 8 miles shorter than any line possible to Sydney by the miscalled central or northern route—the latter involving the construction of an immense draw-bridge at the Grand Narrows, 2,000 feet long, over a swift current, some 70 to 80 feet in depth? Such a br dge will greatly interfere with vessels passing through St. Peter's Canal; many capta ns would prefer going by sea to hauling through a bridge in a swift current, with night detention.

We are told that the northern route will accommodate a farming country. I say that thousands of the farmers will be from 20 to 60 miles from the line, and will seldom travel on it. My opponents say that it will open up mines of coal and iron. I reply that we have a dozen mines in operation in Cape Breton, not earning more than a decent dividend. Why open more just now? If built through Richmond, it will serve the coal mines already in operation, but be of no use to them if it follows the northern line.

It is a most unworthy device to divide Cape Breton into two equal halves, then run a line midway through the northern half and call it a central route.

The weight of business and trade tends to the south side of the island. If the road goes through Inverness it will always be a mere local one, with limited traffic. If the road should pass through Richmond county, its course will lie through the extensive and fertile district of Mira River, Loch Lomond, St. Peters, Black River, River Inhabitants to Hawkesbury. The vast cod banks off Louisburg and along the coast line of Richmond, where fishing can be carried on all winter, and the fisheries in the Bras d'Or Lake, will furnish this railway with thousands of tons of freight, in the shape of fresh fish for the markets of western Ontario and the United States. While Louisburg remained in the hands of the French it exported 500,000 quintals of cod annually, and 600 vessels frequented this harbor. This freight of fish would not be secured if the line takes the northerly route, for not a boat ventures out from the gulf ports to fish for five months in each year.

Arichat, as capacious and safe a harbor as one could desire, freezes later and opens weeks earlier than Sydney. On one occasion I sailed from this port on the 26th January for Europe, no ice whatever having formed. Cariboo harbor, also in Richmond county, near the Strait of Canso, which could at any time contain in perfect safety 1,000 large ships, is open the year round.

All these fine harbors in the county of Richmond, with others which I have not named, would serve as feeders to a railroad through the county and should not be treated with indifference by this proposed line of railroad being deflected to the so-called central route.

The Government of the Dominion say that the railway, if desirous of securing the Dominion subsidy, must have its principal terminus either at Sydney or Louisburg.

The choice should fall to the best harbor. We accept, on this point, the decision of the French engineers and naval commanders who, in 1713, spent about seven millions of dollars on its fortifications, convinced of its being the best naval station in Cape Breton. Sydney was founded in the year 1786, when the fortress, citadel, and town of Louisburg were abandoned. It was only selected as the seat of Government because Louisburg was considered as not being well situated for the encouragement of settlers, and a constant temptation to France to seize it if it remained intact The harbor of Louisburg is among the best in North America, and contains good anchorage, being in all places at least seven fathoms deep. Its entrance, formed by two small islands, is four hundred yards wide; and by means of the high cape and lighthouse in its vicinity, it is discoverable by ships at a great distance.

My desire to secure justice for my county must stand as my apology for the length of this communication. I now conclude it, convinced that after a careful perusal of it, by your advice the Governor in Council will determine to grant the subsidy voted by Parliament to a line of railway running through the county of Richmond and terminating at the port of Louisburg.

I remain, Sir, your humble obedient servant,

HENRY N. PAINT.

Hon. Sir Charles Tupper, K.C.M.G., Minister of Railways, Ottawa.

OTTAWA, 8th May, 1884.

MEMORANDUM.—The undersigned has the honor to submit draft of contract with the Montreal and European Short Line Railway Company, and to recommend that he be authorized to execute the same on behalf of the Government.

Respectfully submitted,

CHARLES TUPPER, *Minister of Railways and Canals.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 9th May,* 1884.

On a memorandum, dated 8th May, 1884, from the Minister of Railways and Canals, submitting a draft of contract with the Montreal and European Short Line Railway Company, and recommending that he be authorized to execute the same on behalf of the Government.

The Committee submit the same for Your Excellency's approval.

JOHN J. McGEE, *Clerk Privy Council.*

25th June, 1884.

Given to the Acting Minister of Railways, and not to be delivered as an executed contract without submission to and sanction of the Privy Council.

J. A. MD.

Hon. the Minister of Railways and Canals.

ARTICLES OF AGREEMENT made and entered into in triplicate this ninth day of May, in the year of Our Lord one thousand eight hundred and eighty-four, by and between "The Montreal and European Short Line Railway Company" (hereinafter called "the company") of the first part, and Her Majesty, represented herein by the Minister of Railways and Canals (hereinafter referred to as "the Minister"), of the second part.

Witnesseth, That whereas the Parliament of the Dominion of Canada has passed certain Acts to aid in the construction of a line of railway from Oxford to Louisburg, all in the Province of Nova Scotia, to-wit:

Act 1.—An Act passed during the session held in the 45th year of Her said Majesty's reign, chaptered 14, entitled "An Act to provide for the granting of subsi-

dies for the construction of certain lines of Railway therein mentioned," by which, amongst other things, it is in effect enacted: "That it shall be lawful for the Governor in Council to grant for the construction of a railway from Oxford to New Glasgow, both in the Province of Nova Scotia, a subsidy not exceeding $3,200 per mile, and not to exceed in the whole $224,000."

Act 2.—An Act passed during the 46th year of Her said Majesty's reign, chaptered 25, and entitled "An Act for authorizing subsidies for the construction of the lines of Railway therein mentioned," by which, as amended by 47 Vic., chap. 8, hereinafter referred to, it is, amongst other things, in effect enacted, that the Governor in Council may grant, for 80 miles of the railway from Canso to Louisburg or Sydney, in the Province of Nova Scotia, a subsidy not exceeding $3,200 per mile, nor exceeding in the whole $256,000.

Act 3.—An Act passed in the 47th year of Her said Majesty's reign, chaptered 8, and entitled "An Act to authorize certain subsidies and grants for and in respect of the construction of the lines of Railway therein mentioned," by which, amongst other things, it is in effect enacted that "The Governor in Council may grant, for the construction of a line of railway from Oxford Station, on the Intercolonial Railway, to Sydney or Louisburg, a subsidy not exceeding $30,000 per annum for fifteen years, or a guarantee of a like sum for a like period, as interest on the bonds of the company undertaking the work, in addition to the subsidies previously granted, and also a lease or transfer to such company of the Eastern Extension Railway from New Glasgow to Canso, with its present equipment."

And whereas it is by the said Acts in effect provided that the said subsidies shall be granted to such companies as shall be approved by the Governor in Council as having established to his satisfaction their ability to construct and complete the said railways respectively, and that all the lines for the construction of which subsidies are granted shall be commenced within two years from the first day of July next, and completed within a reasonable time, not to exceed four years, to be fixed by Order in Council, and shall also be constructed according to descriptions and specifications and upon conditions to be approved by the Governor in Council, on the report of the Minister of Railways and Canals and specified in an agreement to be made in each case by the company with the Government, and which the Government is thereby empowered to make; and that the location of every such line of railway shall be subject to the approval of the Governor in Council; and all the said subsidies shall be payable out of the Consolidated Revenue Fund of Canada, by instalments on the completion of each section of the railway of not less than ten miles, proportionate to the value of the portion so completed in comparison with that of the whole work undertaken, to be established by the report of the said Minister, and that the granting of such subsidies shall be subject to such conditions for securing such running powers or traffic arrangements and other rights as will afford all reasonable facilities and equal mileage rates to all railways connecting with those so subsidized, as the Governor in Council may determine.

And whereas by an Act passed at the session of Parliament last mentioned, chaptered 55, and entitled "An Act to amend the Act incorporating the 'Great American and European Short Line Railway Company,' and to change the name thereof to the 'Montreal and European Short Line Railway Company,'" the name of the company was thus changed, and it was enacted that by such name in future the said company should enjoy all the franchises and privileges, and should hold all the rights and assets, and be subject to all the liabilities theretofore held, enjoyed or possessed by, or which had theretofore attached to the Great American and European Short Line Railway Company.

And whereas, by articles of agreement, bearing date the 28th day of July, 1882, made between the said company, of the one part, and Her Majesty, of the other part, the said company, for certain subsidies and considerations therein mentioned, agreed to construct and complete a line of railway from Oxford to New Glasgow, with branch lines as therein stated, by the 1st day of January, 1884, and although they performed a large amount of work and expended large sums of money on the said line, failed to complete it within the time specified.

And whereas, the said company have received no portions of nor benefits from the said subsidies and considerations, but they still remain intact in the hands of Her Majesty.

And whereas the lines of railway have been extended and the subsidies increased from those specified in said agreement by the Acts of Parliament hereinbefore in part recited.

And whereas the said company and Her Majesty agree to cancel the said agreement of the 28th of July, 1882, and to enter into this agreement in lieu thereof, and on the terms and conditions herein mentioned, to provide for the construction and completion of a line of railway from Oxford Station, on the Intercolonial Railway *viâ* New Glasgow and Canso, to Sydney or Louisburg, as follows, viz.: by the completion of the present "work" between Oxford and New Glasgow; by the transfer, on the terms herein set forth, in fee simple to the company, of the Eastern Extension Railway from New Glasgow to Canso with its present equipment, and by the construction of a railway from Canso to Sydney or Louisburg.

And whereas the Montreal and European Short Line Railway Company have been duly approved by the Governor in Council, and have established to his satisfaction their ability to finish the "work" already begun by them, and to construct the railway above described within a reasonable time, such time having been fixed by Order in Council as the 1st day of July, 1888.

And whereas the Governor in Council has duly approved of the descriptions and specifications annexed, marked "A," and of the general route of the railway, as shown on the map submitted, marked "B."

And whereas the company have agreed to build a branch line from the main line to Pugwash and Pictou, upon the condition that Her Majesty furnishes the company with used rails sufficient to lay the said branch lines.

And whereas Her Majesty agrees to sell and transfer to the company the ballast siding from Oxford Station to the village of Oxford, upon payment of the cost thereof, reserving however to Her Majesty the right to use such siding free of charge for the purpose of procuring ballast for the Intercolonial Railway.

And whereas Her Majesty has agreed to grant to the company a right to run trains over the Intercolonial Railway, from or near the iron railway bridge, over the East River to New Glasgow, upon fair and equitable terms to be agreed upon, and the company have agreed to grant to Her Majesty the right to run trains over the line of the company from or near the said bridge to Pictou, upon like fair and equitable terms to be agreed upon.

And whereas the Eastern Extension Railway lies between the two divisions of the line to be constructed by the company, and in order to facilitate the construction of the said divisions, Her Majesty, on the terms and conditions hereinafter set forth, has agreed to make a conditional transfer to the company of the said Eastern Extension Railway, with its present equipment, the said transfer to become absolute upon the performance by the company of the conditions imposed.

Now this agreement witnesseth, that in consideration of the premises, the company, for themselves and their assigns, covenant and agree to and with Her Majesty, Her successors and assigns, in manner following, that is to say:—

1. That the company shall and will, well and truly, faithfully make, build, construct and complete a line of railway from Oxford Station to New Glasgow, with branch lines from said railway to Pugwash and Pictou, and a line of railway from Canso to Sydney or Louisburg, the points and approximate route and course being shown on the map hereunto annexed, marked "B," and all bridges, culverts and works appurtenant thereto, and will build, construct and complete the said lines of railway, branch lines, bridges, culverts, works, and all the engineering services, whether in the field or in preparing plans or doing other office work, to the entire satisfaction of the Governor in Council.

2. That the company shall and will locate and construct the said lines of railway on as stright a course as practicable, between Oxford and New Glasgow, and between Canso and Sydney or Louisburg, with only such deviations as may seem

absolutely indispensable to avoid serious engineering obstacles, and as shall be allowed by the Governor in Council.

3. That the gradients and alignments shall be the best that the physical features of the country will admit of, without involving unusually or unnecessarily heavy works of construction, with respect to which the Governor in Council shall decide.

4. That the company shall and will furnish plans, profiles and bills of quantities of the whole of both lines of railway, in ten mile sections, and that before the work is commenced, or any ten mile section, such plans, profiles and bills of quantities shall be approved by the Governor in Council, and before any payments are made the company shall furnish such further returns as may be required to satisfy the Minister.

5. That the said company shall resume the work begun by them, and now embraced in this contract, within thirty days, and shall complete all the railways embraced in this contract on or before the nineteenth day of April, 1888, in accordance with the plans, profiles and specification, and to the satisfaction and approval of the Governor in Council, time being declared to be material and of the essence of this agreement.

6. That the Minister may keep, as it shall be earned, 5 per cent. of all the subsidies hereinbefore recited, or its value in guaranteed bonds, to be paid to the company on the completion of each and every 10-mile section, as a guarantee that all failures and defects discovered in any of said sections will be made good, and retain the same until the said railway shall be fully completed to the satisfaction of the Governor in Council, when he shall pay over or deliver up to the company all the amounts or the bonds so retained.

7. That the company will, upon and after the completion of the said lines of railway, branch lines and work appertaining thereto, equip the same, and truly and faithfully keep and maintain the same, and the rolling stock required therefor, in good sufficient working and running order, and shall continuously and faithfully operate the same, and will also, upon the transfer to them of the Eastern Extension Railway and present equipment, truly and faithfully keep and maintain the same, and the rolling stock required therefor, in good and sufficient working and running order, and shall continuously and faithfully operate the same.

8. That the company will build, construct and complete the said line of railway, branch lines and works appertaining thereto, in all respects in accordance with the specifications hereto annexed, marked "A," and upon a line of location to be approved of by the Governor in Council.

9. That the said company will grant such running powers or traffic arrangements and other rights to all railways connecting with the said line of railway from Oxford Station to Sydney or Louisburg, or with the said branches, as will afford reasonable facilities and equal mileage rates to all such railways, and as the Governor in Council may determine.

10. That in the event of the company electing to issue bonds, as hereinafter provided, in lieu of receiving the cash subsidies, the company shall deposit $1,200,000 of such bonds with the Minister of Finance, and the same shall be given up to the company as the works of construction proceeds, in the manner hereinafter provided for.

11. That the company will grant to Her Majesty the right to run trains over the line of the company from or near the said railway bridge over the East River to Pictou, upon fair and equitable terms to be agreed upon, and Her Majesty covenants and agrees with the said company in the manner following, that is to say:—

1. That the mileage subsidy of $3,200 per mile, between Oxford and New Glasgow, shall be paid as authorized by the Acts hereinbefore in part recited, and the subsidy of $3,200 per mile between Canso and Sydney or Louisburg shall be paid in like manner.

2. That the annual subsidy of $30,000 for fifteen years shall be paid as authorized, and provided either directly to the company or as interest on bonds to be issued by the company at their option.

3. That if the company elect to leave the mileage subsidies, when earned in the hands of the Government, they shall bear interest at four per cent., and the Government shall distribute their payment over the same term of years and in the same manner as the annual subsidy, and upon the company depositing with the Minister of Finance $1,200,000 of their issue of first mortgage bonds, Her Majesty will, from time to time, as the work of construction proceeds, guarantee the payment of interest for fifteen years on an amount of such bonds so deposited as the interest payable in respect of which for the said term of fifteen years will be equivalent to the subsidies then payable to the company, and will deliver the said bonds, with such guarantee, to the company.

4. That Her Majesty transfers to the company upon the conditions hereinafter mentioned, and will, within thirty days from the execution thereof, put the company in temporary possession of the Eastern Extension Railway, with its present equipment.

The conditions above mentioned are:—

1. That the company will maintain and keep up, to the satisfaction of the Governor in Council, the said Eastern Extension Railway and its equipment, and will well and faithfully and continuously operate the said railway.

2. That if, at any time before the transfer of the said railway and its equipment to the said company is made absolute, the Governor in Council is of opinion that the company are not properly maintaining and operating the said railway, or if the company make default in the performance of any conditions or provisions of this agreement on their part to be performed, Her Majesty may, without notice to the company, resume possession thereof.

3. That when this contract is completed to the satisfaction of the Governor in Council, and the whole line from Oxford Station to Sydney or Louisburg is fully equipped and under traffic, Her Majesty will make this conditional transfer absolute.

4. That in addition to the above mentioned subsidies, and in consideration of the construction of the branch lines to Pugwash and Pictou, and upon the same terms and conditions as the same are furnished to other branch lines considered to be feeders of the Intercolonial Railway, Her Majesty will furnish the said company with used rails sufficient to lay the said branch lines.

5. Upon payment of the costs thereof Her Majesty will transfer to the company the ballast siding constructed from Oxford Station, on the Intercolonial Railway, to the village of Oxford, reserving, however, to Her Majesty, the right to use such siding free from charge, for the purpose of procuring ballast for the Intercolonial Railway.

6. That Her Majesty will, upon fair and equitable terms, grant the company the right to run trains over the Intercolonial railway from or near the iron railway bridge over the East River to New Glasgow.

7. That the said lines of railway, branch lines and all works appertaining thereto, together with all the franchises, rights, titles, privileges, property, personal and real, of every class and character, shall, upon the completion and fulfilment of this agreement, be the property of the company.

It is further mutually understood and agreed as follows:—

1. That the agreement made the twenty-eighth day of July, A.D. 1882, is hereby set aside and cancelled.

2 That the spirit of this contract, in reference to and the true intent and meaning of the terms, descriptions and specifications, is that the location, construction, buildings and all appurtenances of said roads shall be in every respect equal in class and character to like works of the same class and character on the Eastern Extension Railway.

3. That the railways embraced in this contract shall be considered completed for the purpose of payment of the money subsidies, but for no other purpose, when, in the opinion of the Governor in Council, the railway is in a condition to permit of the running in safety of trains over such railway for the purpose of traffic.

4. That if Her Majesty and the company cannot agree upon the terms upon which Her Majesty may run trains over the company's line, from or near the iron railway bridge over the East River to Pictou, or upon the terms upon which the company may run trains over the Intercolonial Railway, from or near the said bridge to New Glasgow, the matters in difference shall be submitted to the decision and award of three arbitrators, one to be appointed by Her Majesty, one by the company, and the third by the two so appointed, or appointed as hereinafter provided, and if either party, for the space of thirty days after notice from the other party, neglects to appoint an arbitrator, or if any two arbitrators appointed, as herein provided for the space of thirty days after the appointment of the one last appointed, neglect to appoint the third arbitrator, or if before an award is made any arbitrator dies or becomes disqualified, or refuses or fails to act within a reasonable time, then and in either case the Chief Justice or any judge of the Supreme Court of Canada, may on the application of either party, and after ten days' notice to the other party, appoint an arbitrator for the party so neglecting to appoint, or the third arbitrator, or an arbitrator in the place of one so dying or becoming disqualified, or refusing or failing to act, as the case may be, and the award of any two of the three arbitrators shall be final and binding.

In witness whereof, the Montreal and European Short Line Railway Company have caused their corporate seal to be affixed hereto, and these presents to be signed by the chairman of the company; and the Minister of Railways and Canals hath hereunto affixed and set his hand and the seal of the Department of Railways and Canals, and the Secretary of the said Department hath counter-signed.

Signed, sealed and delivered in the presence of

"A"

SPECIFICATIONS AND DESCRIPTIONS.

1st. The railway shall be a single branch line, with gauge 4 feet 8½ inches, with necessary sidings.

2nd. The alignment, gradients and curvature shall be the best the physical features of the country will admit of, the maximum grade of the trunk line not to exceed 80 feet to the mile, and the minimum curvature not to be less radius than 955 feet.

3rd. In all wooded sections the land must be cleared to the width of 50 feet on each side of the centre of line; all brush and logs must be completely burnt up, and none thrown on the adjacent lands.

4th. All stumps must be grubbed out within the limits of cuttings under 3 feet in depth, or embankments less than 2 feet in depth.

5th. All stumps must be close-cut where embankments are less than 4 feet and more than 2 feet in height.

6th. Through settlements, the railway must be enclosed with substantially-built legal fences.

7th. Road crossings, with cattle guards and sign boards, shall be provided wherever required.

8th. The width of cuttings at formation shall be 20 feet; embankments 16 feet.

9th. Efficient drainage must be provided, either by open ditches or under-drain.

10th. All piers, abutments, bridges, culverts and other structures, must be of ample size and strength for the purpose intended. Piers and abutments of bridges and culverts must be of massive stone masonry or iron, made of durable and suitable materials, thoroughly permanent in character, and in every essential particular equal to the best description of like work employed in similar railway work in the Dominion.

11th. The rails shall be of steel, weight 56 pounds per lineal yard, of approved section, and with the most approved fish or scabbard joints.

12th. The roadway must be well ballasted with clear gravel or other suitable material.

13th. Sufficient siding accommodation shall be provided by the company, as may be necessary to meet the requirements of the traffic.

14th. Sufficient rolling stock to accommodate the business of the line shall be provided by the company, with stations and terminal accommodation, including engine sheds, turn-tables, shops, machinery, &c.

Certified a true copy.

JOHN J. McGEE.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 21st April, 1885.

SIR,—I desire to state, for the information of the Hon. Acting Minister of Railways and Canals, that I was present at a meeting of Sir Charles Tupper with the directors and general managers of the Great American and European Short Line Railway Company in Amherst, when an instrument signed by Sir Charles Tupper was handed by him to Mr. Pottinger, with instructions that if within thirty days from the then date the company paid into the hands of the Hon. Charles J. Townshend the sum of $150,000, to be applied to the payment of their liabilities along the line of railway, for labor and materials, &c., supplied and unpaid for, he should deliver it to them; but if, on the other hand, the company failed in this, he was to return it to the Department, and it was to be considered unwritten and of no force.

I am, Sir, your obedient servant,

COLLINGWOOD SCHREIBER,
Chief Engineer and General Manager.

A. P. BRADLEY, Esq., Secretary Railways and Canals, Ottawa.

P.S.—I enclose a letter addressed to me by Mr. Pottinger upon the same subject.

C. S.

INTERCOLONIAL RAILWAY OF CANADA,
OFFICE OF THE CHIEF SUPERINTENDENT, MONCTON, N.B., 21st April, 1885.

DEAR SIR,—I remember receiving from Sir Charles Tupper, in Amherst, an instrument signed by him, in connection with the Great American and European Short Line Railway, with instructions to hand the document over to C. J. Townshend on behalf of the above company, if within thirty days from the then date, the company had paid to him the sum of $150,000, with which to discharge their liabilities for wages &c., along the line of the said railway. If they failed to carry out this arrangement, my instructions from Sir Charles were to return the document to the Department.

Your obedient servant,

D. POTTINGER.

C. SCHREIBER, Esq., Chief Engineer and General Manager
Government Railways, Ottawa.

(*Telegram from Montreal to A. P. Bradley, Secretary Department Railways.*)

OTTAWA, 10th May, 1884.

I promised Chisholm, a sub-contractor, to have you inform him what was done; hope you will be able to forward me at New York the engrossed copies of contracts to-day for execution by us, and then to be forwarded to Minister.

NORVIN GREEN.

(*Telegram.*)

OTTAWA, 14th June, 1884.

NORVIN GREEN, Esq., New York.

Important that Short Line Railway claims be paid promptly. Can you name an early date? Answer.

A. P. BRADLEY, *Secretary Railways and Canals.*

(*Telegram.*)

NEW YORK, N.Y., 14th June, 1884.

To A. P. BRADLEY, Secretary Railways and Canals.

I hope to be able to answer by Tuesday; sufficient strong parties have agreed to come in to make up funds to pay up and finish Oxford to New Glasgow if they can agree on basis of organization. We can get all the funds necessary for that easier than we can get a part. No one will put in a part of the money without seeing enough to go through.

NORVIN GREEN.

(*Telegram.*)

OTTAWA, 20th June, 1884.

NORVIN GREEN, New York.

In your telegram of 14th you promised an answer by Tuesday last on the subject of my previous telegram to you. The Minister hoped to have heard before to-day. Answer.

A. P. BRADLEY.

(*Telegram from Westville, N.S., to A. P. Bradley.*)

OTTAWA, 23rd June, 1884.

Have Short Line Company fixed definite time for payment of contract claims, as promised Minister last week? Answer by telegraph.

JOHN McDOUGALD.

WESTVILLE, N.S., 1st July, 1884.

DEAR SIR,—The Short Line Company have their meeting in New Glasgow, N.S., on 7th July, and the contractors are anxious to know how matters really stand between the company and the Government.

Will you therefore be good enough to wire me on Saturday, 5th inst., at my expense, if the company have made any cash deposit, or have fixed a definite time for payment of contractors' claims, as promised?

Yours truly,

JOHN McDOUGALD.

A. P. BRADLEY, Esq., Ottawa.

OTTAWA, 2nd July, 1884.

Telegram from Renfrew to Mr. Bradley, Secretary Railways and Canals.

Please advise us if anything definite from Short Line Railway Co.

CHISHOLM, McDONALD & O'BRIEN.

OTTAWA, 3rd July, 1884.

Telegram from New York to A. P. Bradley, Secretary Railways and Canals.

Say to Minister I am greatly humiliated that we have not yet obtained the money to send to Nova Scotia; renewed crash in the market has further postponed the aid we are promised here. Meanwhile our agents in London supposed and we believed yesterday we had closed a sale of all our bonds, but cable of to-day says offer made us was on behalf of syndicate to be formed, and asks a few days to obtain parties. I am deeply pained at the delay, but it can only be a question of a short time that we shall raise the money for our entire undertaking, and believing it to be the interest of the Government that we should, I ask that no harsh steps be taken.

NORVIN GREEN, *President.*

OTTAWA, 4th July, 1884.

Messrs. CHISHOLM, MCDONALD & O'BRIEN, Renfrew.

Telegram received. The president wired yesterday that it can only be a question of a short time, that the company can raise the money for the entire undertaking.

A. P. BRADLEY.

OTTAWA, 4th July, 1884.

JOHN MCDOUGALL, Esq., M.P., Westville, Pictou County, N.S.

Letter Received. President wired yesterday that it can only be a question of a short time that the company can raise the money for the entire undertaking.

A. P. BRADLEY.

(*Telegram.*)

NEW GLASGOW, N. S., 9th July, 1884.

Hon. J. H. POPE, Minister of Railways and Canals.

SIR,—Having been informed that you proposed to cancel contracts recently entered into to-morrow, the Montreal and European Short Line Railway Company begs to protest against any action for the summary cancelment or abrogation of its contracts with Her Majesty by your Department. Such action would inflict on this company a great wrong and incalculable damages to its stockholders, who have expended their money in this enterprise, without doing either the Government or the creditors a particle of good, unless it be in the empty satisfaction of punishing us. From the date of the contract to the present we have worked constantly and ardently to effect arrangements for money to pay the men and complete lines, and, I think, have just succeeded. I have delayed this communication to the last hour, in the strong hope that I should have a conclusive cablegram from London to-day, where the basis of agreement for the sale of our bonds has been substantially settled; and also that three hundred thousand dollars should be at once advanced, but upon what condition or assurance to matter, that leads to asking and answering many questions by cable. I believe it will be concluded; but should we fail in this, we have other arrangements in progress, and can raise the money as soon as anyone else could. If other parties can do it, we stand ready to sell out and turn over the company for just what we have put in.

NORVIN GREEN, *President.*

Have received above from Dr. Green for transmittal to you.

C. S. SNOW, *Chief Engineer.*

(*Telegram*).

11th July, 1884.

Department of Railways and Canals.

Cablegram from London just received. Matters satisfactorily arranged. Details on Monday.

C. L. SNOW.

OTTAWA, 11th July, 1884.

C. L. SNOW, New Glasgow.

Mr. Pope is here, and received your telegram. No action has been taken *re* contract.

A. P. BRADLEY.

FRIDAY, 1st August, 1884.

MY DEAR MR. POPE,—I received a telegram from Dr. Green last night, requesting me to submit the proposal to issue now the whole amount of bonds mentioned in the contract, viz., $1,200,000, instead of half that amount.

It appears that Col. Snow has seen Sir Alexander at Halifax, who says he will advise that the whole issue can be made at once, if so desired. I have no doubt the Government may, under the Act, authorize such issue, and if the deposit of the inlet on $600,000 is legal, a deposit of interest for $1,200,000 is equally so. The only question is, whether the deposit is to be treated as a loan to the Government, or as a pledge or guarantee. It seems clear, to my apprehension, that it is simply a pledge for the due performance of the work, by which the bonus is earned.

At all events, I am requested to modify my letter to you, by naming $1,200,000 as the face value of the bond issue.

I have re-written it, simply changing a few words to meet this view, and beg you to substitute the enclosed for the letter of yesterday.

I hope to see you after office hours.

Yours &c.,

W. McDOUGALL.

Hon. J. H. POPE, &c., &c., &c.

OTTAWA, 1st August, 1884.

SIR,—Referring to my interviews with yourself and other Ministers, in the matter of the subsidies and grants in aid of the construction of the Montreal and European Short Line Railway, I have now the honor, on behalf of the company which has contracted with Her Majesty for the construction of the Nova Scotia portion thereof, to submit the following for your approval:—

1. The company proposes to issue forthwith bonds to be guaranteed by the Government under the Act of last Session (47 Vic., chap. 8) to the amount of Twelve hundred thousand ($1200,000) dollars, for the completion and equipment of the railway.

2. The company proposes to place these bonds with the proper Department in Ottawa for endorsation or guarantee, and to be thence transmitted to the agent or representative of the Government in London, England, for delivery to the bankers or persons who may have contracted with the company for the purchase thereof, such delivery to be made on a deposit to the credit of the Government of a sum which, by actuarial calculation, will be sufficient, when invested, at 4 per cent. per annum, to pay the annual (or semi-annual, as the case may be) interest for a period of fifteen years on the said bonds.

3. The balance of the proceeds of said bonds will be applicable to the purposes of the company in payment for labor and materials, pursuant to the terms of their contract with Her Majesty.

4. The sum left on deposit to cover the guarantee of interest will, nevertheless, be payable to the company, on request, from time to time, as the same shall be earned by the company under their contract.

I am instructed to state that the company have determined to exercise the option authorized by the Act aforesaid, and stipulated and provided for in their contract, and to issue bonds for the whole amount of the subsidies granted in aid of their railway. As they propose to have on deposit a sufficient sum to cover the liability of the Government in respect of its guarantee, the company assumes you will see no objection to this modification in form, though not in substance or effect, of the Government aid towards the construction of the company's railway. A similar method of dealing with mileage and other subsidies has, I believe, been sanctioned by Government in two or three cases, with great advantage to the companies and undoubted benefit to the public, in whose interest these subsidies are granted.

Hoping to receive your official approval of the proposed issue of the bonds, a conditional sale of the same having been made in London,

I have the honor to be, Sir, your obedient servant,

WM. McDOUGALL,

Counsel and Agent for The Montreal and European Short Line Railway Company.

Hon. J. H. POPE, Minister of Agriculture, &c.,

Acting Minister of Railways and Canals, Ottawa.

OTTAWA, 12th August, 1884.

SIR,—I am directed to acknowledge the receipt of your letter of the 1st instant, on behalf of the company who have the contract for the Nova Scotia portion of the Montreal and European Short Line Railway, requesting approval of the issue of $1,200,000 of bonds to be guaranteed by Government under the Act of last Session of Parliament, a conditional sale of these bonds having been made in England.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

Hon. WM. MCDOUGALL, &c., &c., &c., Ottawa.

GREAT NORTH WESTERN TELEGRAPH COMPANY OF CANADA.

August 27th, 1884.

MY DEAR MR. POPE,—After months of tedious negotiation, a point has been reached in regard to the short line, in which success seems within our grasp if we can only be assured of prompt action at Ottawa. The result of an arrangement in England is that, just as soon as a cable can be transmitted to Sir Charles Tupper, that the Government have agreed to endorse and deliver the bonds to the extent of $1,200,000, a contract can be closed by the agent of the company now on the spot, with old and reliable bankers, for the sale of the bonds, delivery to be made through Sir Charles Tupper, and the proceeds to pass to the Treasury of the Government, through the same channel.

On this contract for the sale of the bonds we are entirely dependent to raise the additional money necessary to complete the Oxford and New Glasgow section. We cannot get any money here until the sale of the bonds is assured or completed by contract, and funds are in sight to put the work through. If the Government withholds its order to endorse and deliver the bonds until money is raised and men are paid, it necessarily postpones, and possibly defeats, a contract for the sale of the bonds, and the latter is indispensable as a basis for raising money here. As the Government will retain from the proceeds of the bonds all the money it becomes liable for by reason of the guarantee, no risk of loss will be incurred. Financial matters are so much improved here that there can be no doubt of our ability to raise the money necessary to pay the men and go on, if the contract for the sale of bonds is completed.

The season is rapidly advancing, and for that reason, as well as the urgency and suffering of the unfortunate creditors, it is all-important that Council should take early action, as suggested by Sir Charles Tupper, and that no conditions should be attached to their order that would endanger a conclusion of the negotiation for the sale of the bonds.

Faithfully yours,

ERASTUS WIMAN.

OTTAWA, 4th September, 1884.

SIR,—The subject matter of your letter of the 27th ult., with reference to the Short Line Railway, has received the attention of the Minister, but the present instructions of Council being that the men must be paid before the contract is granted, the Department, I am directed to say, has not the power itself to comply with the request you make.

Your proposition will be considered by Council so soon as a full meeting can be held, which will not be, however, for some few days.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

E. WIMAN, Esq.

To His Excellency the Governor General in Council :

This petition of the Montreal and European Short Line Railway Company,—

HUMBLY SHOWETH:

1st. That on the 28th day of July, 1882, it entered into a contract with Her Majesty for the construction of 70 miles of its railway in Nova Scotia, under the terms of which it was to receive certain subsidies.

2nd. That under said contract, and in good faith, your petitioner put 90 miles under contract, and expended upon it some $450,000, of which $300,000 were paid out in cash by your petitioner, the balance ($150,000) being still due its contractors.

3rd. That your petitioner has received no portions of nor benefits from the said subsidies and considerations, but they still remain intact in the hands of Her Majesty.

4th. That on the 9th of May, 1884, the length of the lines to be built, and the subsidies to aid in their construction having been increased by Act of Parliament, a new contract was entered into between Her Majesty and the company (your petitioner), for the completion of the work begun under the contract of 28th July, 1882, and the construction of the additional lines therein specified.

5th. That at the time of the signing of the contract your petitioner firmly believed that it had arranged for ample funds for its vigorous prosecution and early completion, but before any steps could be taken a most bitter panic occurred in the financial circles of New York, which rendered it absolutely impossible for your petitioner either to procure or advance the funds it had arranged for.

6th. That in consequence of this, and by an arrangement made with Sir Charles Tupper, then Minister of Railways and Canals, the contract was not delivered to the company, but was deposited with Mr. D. Pottinger, and was only to be delivered when the debts hereinbefore mentioned were paid in full, with six per cent interest.

7th. That your petitioner considers this agreement in force until carried out, and hereby waives all rights or claims to said contract which the granting of this petition might seemingly confer, until the terms of said agreement are fulfilled and the debts paid, as therein specified.

8th. That your petitioner, during the past month, has successfully negotiated for the sale of its bonds to a syndicate of London bankers, of which Martin & Co. are the head, which will provide sufficient funds for the completion of the lines contracted for.

9th. That the closing or consummation of said sale awaits the granting of this petition.

10th. Your petitioner would respectfully call your attention to clause 10 of the agreement between the company and Her Majesty, and to clause 3 in the agreement between Her Majesty and the company (contract of 9th May, 1884) which clauses give the company the right to elect to capitalize its subsidies ; to issue bonds to the amount of $1,200,000; to deposit said bond with the Minister of Finance, and, as the work progresses, to receive said bonds in payment in lieu of the subsidies granted, with the gurantee of the Government to pay their interest for 15 years endorsed upon each.

11th. That after consultation with bankers and finance experts, and especially in the present state of the money market, your petitioner has found it impossible to raise money under the method therein provided.

12th. Your petitioner proposes, instead, to loan or deposit in cash with the Minister of Finance, a sum sufficient, at 4 per cent. per annum, to pay the interest semi-annually at 6 per cent. for fifteen years on $1,200,000 of its first mortgage bond, and in order to insure the claimant of its contractors, and before it can receive any of the money obtained from said sale, to deposit with and leave in the hands of the Minister of Finance the entire proceeds of said sale (which will amount to some $300,000 more than the sum necessary to meet the interest above mentioned).

Therefore your petitioner most earnestly prays that you will cause an Order in Council to be passed, authorizing and empowering the Minister of Finance to receive

said loan or deposit, and to endorse upon the proper number of interest coupons of one million two hundred thousand of the first mortgage bonds of the company the guarantee of the Government of the Dominion of Canada to pay said interest for fifteen years, semi-annually, at the rate of 6 per cent. per annum; and that he may take possession and make delivery of said bonds, through the agent of the Government, to Martin & Co., bankers, London, and that he may receive and hold entire proceeds from the sale of said bonds; and that he may be further authorized and empowered, as soon as the company (your petitioner) shall satisfy the Government that all arrears of contractors and sub-contractors have been paid, and the work of construction resumed, to pay over to the said company so much of said proceeds as shall not be required on deposit with the Minister of Finance at 4 per cent., to meet the liability of the Government on account of said guarantee.

And your petitioner, as in duty bound will ever pray.

The Montreal and European Short Line Railway Company, by

[L.S.] NORVIN GREEN, *President.*

Attest,—J. W. SCHMULTS, Secretary.

New York, 8th September, 1884.

MEMORANDUM *accompanying the Petition of the Montreal and European Short Line Railway Company.*

PUGWASH, NOVA SCOTIA.

The company does not ask the Government for a regular guarantee of the assumption for a direct or unprotected liability, but they ask the Government to receive from them a certain amount of money, and to pay this money back to them, or their creditors, at certain intervals, in two ways:—

First.—As interest, semi-annually, on 1,200 of their bonds, for the period of fifteen years.

Second.—The surplus over the above interest, as may be agreed upon between the Government and the company.

It will be noticed that the granting of the petition is a matter entirely outside and independent of the contract and subsidies referred to in clause 4, and will not affect them in any way.

The company will issue first mortgage bonds at the rate of $12,000 per mile, to run for fifty years and to bear interest at 6 per cent. per annum, payable semi-annually, at the bankers of the company in Montreal, New York and London.

These bonds will be engraved in the denomination of $1,000 each, and each bond will have 100 interest coupons attached to it.

The 1,200 bonds referred to in petition are a part of this regular issue, and their interest will be paid at the agencies of the Government in the above named cities during the fifteen years; after that date, at the bankers of the company.

It is intended that the Government will endorse its promise to pay the interest on 30 interest coupons of each of the 1,200 bonds. This will plainly show to the purchaser of such a bond that the Government pays the interest semi-annually on that bond for fifteen years, and no longer, and that at the expiration of that time all liability on the part of the Government ceases.

A syndicate of bankers in London have drawn up a contract for the purchase of the bonds of the company, and have agreed to sign it the moment Sir Charles Tupper is notified that the Order in Council is passed, and in this contract they further agree to deposit with the Minister of Finance the entire proceeds of the purchase of the 1,200 bonds, as soon as that number are ready for delivery. It will consume some time to carry out the details of this delivery; therefore, to lose no time, and as soon as the contract with the syndicate is signed, the company will advance funds to pay its debts, resume the work of construction, and try to finish the portion under way before winter.

Respectfully submitted.

CHAS. L. SNOW, *Chief Engineer and Gen. Manager.*

OTTAWA, 11th September, 1884.

(*Telegram.*)

NEW YORK, 16th September, 1884.

Hon. J. H. POPE, Minister of Railways, Ottawa.

If the Government guarantee interest on twelve hundred thousand Short Line Co. bonds, a deposit with the Government of a little less than eight hundred thousand dollars, at four per cent., will give the Government all the money it becomes liable. So far as that transaction goes, the Government simply borrows the money at four per cent. and gives its obligation therefor in semi-annual instalments. The surplus above what the Government is liable for naturally belongs to the company. But to secure the citizens, who are creditors of the company, the company has agreed in its petition that the Government should retain all the proceeds of the bonds till all arrears are paid and the work resumed, and will further stipulate that in case of possible default the Government may apply that surplus to the payment of all arrears. But it would not be fair to hold that surplus to be paid the company *pro rata* on completion. It would cripple and embarrass the company, as it needs that money to buy rails and complete sections of the road, and be thereby entitled to draw on its subsidies. In the present state of the work and in the present great caution and loss of confidence in anything but gilt-edged paper or collaterals, this is the only security the company can make available at this time. When we have finished the Oxford and New Glasgow section, we expect to be able to use the first mortgage bonds, and are so assured by London bankers. The aid we ask of the Government in our strait, to enable us to complete the section under contract and give us a property and standing that will insure completion of the whole contract, we ask in a form that cannot involve the Government in the loss of a dollar. A very few men have put up our money, and propose in a most trying time to put up more, without show for any return, compensation or profit, till the whole contract is completed. We ask the Government only to do the best the law authorize to help us get on our legs and go to work.

NORVIN GREEN,

President Montreal and European Railway Co.

Telegram from New York to Hon. J. H. Pope and Hon. Mr. Tilley, Ministers of Railways and Finance.

OTTAWA, 19th September, 1884.

The Montreal and European Short Line Railway Company respectfully add to their petition already submitted the following, to-wit: and the payment of such surplus to the company shall be made as may be hereafter agreed upon between the Government and the company; the company promise to pay arrears to contractors, and resume work within two weeks after the petition is granted, but to insure this we will give C. J. Townsend, M.P., an order on the finance committee for the amount of said debts, to be drawn out of the deposits, in case the debts are not paid before the deposit is made.

NORVIN GREEN, *President.*

Re proposed Agreement with the Montreal and European Short Line Railway Co.

OTTAWA, 22nd Sept., 1884.

SIR,—I have the honor to state in writing what I have already said to you in the personal interview which I had with you this morning on this subject. The facts, as stated to me, are, that when the agreement was prepared it was understood that it would not be delivered as executed for Her Majesty until the company had given evidence of their intention of going on with the work, and of their ability to do so, by paying debts previously incurred by them in Nova Scotia. That the company have not paid these debts, although it was understood that they would pay them, and would commence work within thirty days from the 9th May. That the agreement has

never been delivered to the company as executed for Her Majesty. Under these circumstances, I am of opinion that the Governor in Council is free to enter in the agreement or not as he sees fit.

Your obedient servant,

GEO. W. BURBIDGE, *Deputy Minister of Justice.*

Hon. J. H. POPE, Ottawa.

GOVERNMENT RAILWAYS IN OPERATION.
OFFICE OF THE CHIEF ENGINEER, OTTAWA, 3rd October, 1884.

SIR,—I have the honor to state that I have been requested to inform the Department as to the progress made by the Great American and European Short Line Railway Company with the construction of the section of their railway between Oxford and New Glasgow and branches to Pugwash, Wallace, River John, Tatamagouche and Pictou, for which they entered into a contract with the Dominion Government under the Subsidy Act of 1882, the contract being dated the 28th July of that year.

Shortly after signing the contract the company commenced the work of grading and bridging, and prosecuted it vigorously until the autumn of 1883. They then, it appears, became embarrassed, and were unable to meet their engagements, and the work ceased, and has not since been resumed. The grading and bridging are nearly completed, and the sleepers delivered on the twenty-second mile from Oxford to Pugwash junction, and between Pugwash junction and New Glasgow, 50 miles. Probably one-third of the grading is done. The amount expended by the company is said to be about $390,000, and their liability for overdue wages, supplies and material, is stated at about $150,000, and is included in the first named sum.

As the subsidy was to be paid as each ten miles was finished, and as no 10-mile section has been completed, none of the subsidy has been paid. The work was to be completed by 1st January, 1884, this being the essential point of the contract. That date has passed, and so far from the work being finished, no rails have been delivered nor any work done since August, 1883.

In May, 1884, negotiations were entered into with the company for new terms, with a view of completing the work undertaken under the contract of 28th July, 1882, and extending the line to Louisburg. An agreement was drafted, under which the Government were prepared to enter into a new contract, one of the conditions precedent to which was, that the company should pay all their liabilities within thirty days from May, 1884. This, I understand, has not been done up to the present date.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer and General Manager.*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals.

(*Telegram.*)

NEW YORK, 8th October, 1884.

SIR LEONARD TILLEY.

Sir,—Have seen Dr. Norvin Green. He says he is making arrangements with wealthy parties to join him in the railway contract. He says that the week allowed in McLelan's message is too short, and asks for further time; debts to workmen and contractors to be paid before contract delivered. It may be worthy of favorable consideration.

JOHN A. MACDONALD.

OTTAWA, 17th October, 1884.

SIR,—Referring to your telegram of the 8th inst. to the president of this company, that the Government "are pressed to take action at once in 'short line matters,'" and asking if he would be ready to discuss the situation by Thursday of this week, we have the honor to state, on behalf of the company, that on being

informed by telegram from the Minister of Marine and Fisheries that the propositions of the company in reference to the endorsation of the bonds then under the consideration of Council were inadmissable, Dr. Green and other officers of the company immediately opened negotiotions with railway capitalists in New York and Canada for raising the capital required for the immediate resumption of work on the railway.

I enclose, for your information, a letter from the president, describing the steps he has taken, and covering a letter from an old and well-known firm of railway contractors, Messrs. Smith & Ripley, and signed also by Mr. Thomas Ruttan, all of New York, wealthy railway capitalists, who, with others, are now engaged in the preliminary examination of the "works" and contracts of the company, with the view of immediate co-operation and contribution towards the completion of the whole line.

Under these circumstances, we have the honor to request that a reasonable delay may be granted for this purpose.

Respectfully, your obedient servant,

CHARLES L. SNOW, *Chief Engineer and General Manager.*
WM. McDOUGALL, *Solicitor.*

Hon. J. H. Pope, Minister Railways and Canals.

New York, 14th October, 1884.

Dear Sir,—As promised in my telegram, I expected to leave for Ottawa to-night with Col. Snow, and to have strong parties accompany us, with money to pay arrears and place our company on a proper footing. But unluckly circumstances beyond our control have so delayed the conclusion of our arrangements that it is more important to the enterprise that I should remain here and try to bring them to a conclusion.

Since the receipt of the information, a week ago, that the Government was not inclined to grant our petition, which would have given us sufficient means without asking the aid of others, four strong parties, railway contractors and capitalists well known to you, have agreed, after investigation, to go into our company and subscribe the requisite money to pay arrears and resume the work. One of these parties insists on a personal examination of the line, while others are disposed to act at once. I hope to be able to obtain definite action without the consequent loss of time due to an examination of the country. But if they insist upon it, as they state in the enclosed letter, I hope to get them off to Nova Scotia without delay. The question we are considering is, not the raising of only sufficient money to pay our debts, but of enough to complete our contract with the Government, and this, you well know, cannot be done in a week.

It is more than painful to have to ask further indulgence of the Government and of our creditors, but I feel confident that within the month, by means of our negotiations here and in London, we shall be in a condition to respond satisfactorily.

I am, my dear Sir, respectfully and truly yours,
NORVIN GREEN, *President.*

P.S.—These parties talk much more decisively than they are ready to subscribe to our paper. Undoubtedly they expect to come in with us, but want to look into it with the care that a business of its magnitude should receive.

N. GREEN, *President.*

Hon. J. H. Pope, Minister of Railways.

New York, 14th October, 1884.

Dear Sir,—During the last week we have been looking into railway enterprise, with a view of joining you in completing your contract with the Government.

The time given us has been so short that we have not been enabled to make a personal examination of the line and country through which it runs. This we propose to do as soon as we can so arrange our business engagements here that we can

take the time, and which we shall most certainly do before we can give you a definite answer.

The result of our investigations, so far, has been most satisfactory, and we consider the enterprise a sound one.

If a personal examination of the line proves as favorable as we are led to believe, we stand ready to join you.

Yours, very respectfully,

SMITH, RIPLEY & CO.
THOMAS RUTTAN.

Mr. NORVIN GREEN, President M. & E. Short Line Ry. Co.

OTTAWA, 18th October, 1884.

SIR,—I am directed by the Minister of this Department to acknowledge the receipt of your joint letter of the 17th instant, together with its enclosures, a letter from the President of the Montreal and European Short Line Railway Company, and one addressed to him by Messrs. Smith & Ripley and Wm. Thomas Ruttan.

By these recommendations it is asked, for the reasons therein given, that the time for a decision as to the course to be adopted by the Government in relation to this railway may be further extended.

The Minister, I am to say, has consented so far to meet your views as to postpone for a week, or until 27th October, the consideration of matters connected with this railway.

I am, Sir, your obedient servant,

A. P. BRADLEY.

CHARLES L. SNOW, Esq., Chief Engineer and General Manager,
and Hon. WM. MCDOUGALL, Solicitor M. & E. & S. L. R. Co.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY COMPANY,
OTTAWA, 27th October, 1884.

SIR,—The "consideration of matters" connected with the "short line" having been deferred, as stated in your letter of the 18th inst., until to-day, I have the honor to state, for your information, that since our letter of the 17th inst. was submitted, the officers of this company have lost no opportunity to push forward the negotiations therein mentioned.

The committee appointed by the New York capitalists, who propose to take an interest in the company, to make a personal inspection of the line and country, found they could not do so and return to New York by the 29th instant, on which date they had important business to transact there. The president of this company informs me that these gentlemen positively assure him that immediately thereafter they will proceed to make the necessary examinations in Canada; and it will take them at least twenty days to make the round trip.

In addition to the above, and to be prepared for any possible withdrawal of the Dillon, Clark, Ruttan, Smith and Ripley syndicate, negotiations are also being carried on with Messrs. Rathbun & Co., a strong Canadian syndicate. They have been examining the preliminary papers, and are so well pleased that they have asked for detailed statements, which will be forwarded to them to-morrow. They also request time to make a personal examination of the line.

Under these circumstances, I respectfully request that a further postponement of the consideration of the company's relations with the Government be granted.

The following facts, in the history of our operations since the last Session of Parliament are respectfully submitted in support of this application:—

1st. That if the Government had granted the petition of the company in relation to the loan to the Government of $1,200,000, the company would have effected a sale in London of $3,600,000 of its bonds, and realized sufficient funds to have resumed work on the line and completed its entire contract.

2nd. If the Government had informed the company in July instead of October that the issue of bonds, as proposed in that petition, was inadmissable, the negotiations in London would have been dropped, and the present plan of procuring capital, by the association of New York or Canadian capitalists, would have been resorted to.

3rd. That owing to the lateness of the season no work can be done on the line until next spring. Except for the purpose of settling outstanding claims against the company in Nova Scotia, there seems to be no immediate demand or use for a large amount, and the moment either of the negotiations now under way are closed these claims will be settled.

4th. That the company do not feel that they alone are responsible for the loss of time since June last, because from that time until the middle of October they thought they were acting with the consent of the Government, and since then they have lost no time in negotiating for the necessary capital on this side of the Atlantic.

As the present shareholders have obtained Dominion and local charters, right of way, local subsidies, and have already expended some $300,000, all of the advantages of which they are willing to share with new parties who may join them, and on such a basis that every dollar which shall be subscribed shall go directly into the work, I feel assured that no new combination, less powerful than the Government itself, could be substituted for the present company to complete the railway from Oxford to Louisburg.

Respectfully, your obedient servant,

CHAS. L. SNOW, *Chief Engineer and General Manager.*

Hon. J. H. Pope, Minister of Railways and Canals.

Ottawa, 30th October, 1884.

Sir,—By direction, I have to acknowledge the receipt of the letter addressed by you to the Minister of this Department, under date the 27th instant.

On the 18th of the current month, at your request, the dealing with the question of the Montreal and European Short Line Railway Company's relations with the Government was postponed for one week. In your present letter you ask, on behalf of the company, that a further postponement may be granted.

In reply, I am to say that the Minister desires to facilitate your negotiations in this matter to all reasonable extent, and accordingly, after consultation with his colleagues, has decided to give a further extension of time for a period of twenty (20) days, dating from the 1st of November next.

While making this concession, however, the Minister directs me to impress upon you the fact that absolutely no further postponement will be allowed.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

Charles L. Snow, Esq.,
Chief Eng. and Gen. Man. M. & E. S. L. Ry. Co.

Ottawa, 26th November, 1884.

Dear Sir,—As assured in our interview of this morning, the Montreal and European Short Line Railway Company has now an opportunity of raising additional capital and interesting a number of gentlemen of great financial strength and railroad experience (well known to yourself and to several honorable members of the Government), provided they can be satisfied that the contract between Her Majesty, by her Minister of Railways and Canals and this company, bearing date about 9th May, 1884, will be delivered, and its undertakings and obligations fully recognized, on satisfactory settlement being made of the arrears due to sub-contractors. It is important to the enterprise and to the early settlement of accounts that your Department should be authorized or able to give such assurance.

To interest these and other strong parties favorably considering the subject secures the completion of the entire undertaking in the contract at the earliest date

possible, and I have no reason to doubt that negotiations will be concluded, moneys paid in, the arrears settled up, and funds in hand for such work as may be done in winter, within forty days from this date.

I have the honor to remain most respectfully yours,

NORVIN GREEN, *President*.

Hon. the Minister of Railways and Canals.

OTTAWA, 27th November, 1884.

DEAR SIR,—The Montreal and European Short Line Railway Company respectfully ask that the Government endorse its guarantee and agreement to pay the interest at six per cent. per annum on five hundred thousand dollars of the company's first mortgage bonds (being to the extent of the annual subsidy of thirty thousand dollars per annum) for fifteen years, the proceeds of the sale of which bonds to be turned over to the Government, and paid to the company as the work progresses, according to the provisions of the contract.

The sale of these bonds to a strong banking house in London has already been negotiated, with the pledge of the banks to place the remainder of our mortgage loan, as soon as so much of the road has been completed as will justify offering the unguaranteed bonds.

It would be a serious drawback to our credit abroad to have this negotiation fall through, and a great strength to us to interest a strong banking house in the completion of the undertaking; whilst the money in sight will aid us materially in obtaining additional cash capital at home.

It can involve this Government in no possible loss, as it will have in hand more than it is liable to pay, until the company shall have earned and become entitled to it.

With this order we can raise the capital to pay the sub-contractors in a very few days and before the bonds can be endorsed and delivered.

I have the honor to remain, very respectfully yours,

NORVIN GREEN, *President*.

Hon. the Minister of Railways and Canals.

OTTAWA, 2nd December, 1884.

SIR,—By direction of the Minister, I have to acknowledge the receipt of your letter dated the ultimo, by which, in the interest of the Montreal and European Short Line Railway Company, you ask that consideration of the questions involved in the scheme may be postponed for a still further period of forty days.

The Minister, I am to say, has already, by conceding delay, twice at your request, evidenced his desire to meet your wishes in this matter, so far as may be possible, and he has now duly brought your present communication under the official consideration of the Privy Council.

I am to inform you that the conclusion arrived at the Privy Council is adverse to the granting of any further extension of time, and the Minister is accordingly under the necessity of declining to accede to your request.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

NORVIN GREEN, President Montreal and European Short Line Railway Company, Western Union S. L. Co., New Glasgow.

OTTAWA, 16th December, 1884.

SIR,—I am directed by the Minister of this Department to acknowledge the receipt of your letter of the 27th ultimo, in which, on behalf of the Montreal and European Short Line Railway Company, you submit the following proposition in

relation to the subsidy granted by the Act 47 Vic., chap. 8, towards the construction of the railway between Oxford and Sydney or Louisburg, namely :

"That the Government endorse its guarantee and agreement to pay the interest at six per cent. per annum on five hundred thousand dollars of the company's first mortgage bonds (being to the extent of the annual subsidy of thirty thousand dollars per annum) for fifteen years, the proceeds of the sale of which bonds to be turned over to the Government and paid to this company as the work progresses, according to the provisions of the contract." With such endorsation you consider that your company can raise the capital to pay the sub-contractors the amount due them for work already done.

To this proposition the fullest consideration has been given by the Minister.

In reply to your letter, I am instructed to say that, in view of the difficulty experienced by your company in the matter of these outstanding claims, a matter the satisfactory adjustment of which, as tending to give assurance of your company's ability, must be precedent to enter into contract on the part of the Government, the Minister does not feel that he can recommend to his colleagues the adoption of the arrangement sought by your present letter.

I am further to remind you that, as a company, you have no subsidy from the Dominion Government, the subsidy granted last year being simply in aid of the building of a road between the points named.

The Minister, however, directs me to say that, notwithstanding the repeated delays already accorded, and the fact that by the letter sent you on the 30th October last the further extension of twenty days then granted was to be absolutely final, additional time, up to the 1st of January next, will be allowed. If, before that day, you have deposited with Mr. C. J. Townsend, M.P. for Cumberland, the sum of $150,000, to be applied to the payment of the said outstanding claims for labor, and provided, also, that before that day operations have been recommenced, and that the work of construction continue thereafter, to be prosecuted to the satisfaction of the Chief Engineer of Government Railways, the Minister will be prepared to recommend that authority be given him to enter into contract with your company upon terms similar to those expressed in the draft agreement prepared in May last; and under such contract the several subsidies voted by Parliament in aid of the road will be payable, in accordance with the provisions of the Act under which they were granted.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

NORVIN GREEN, Esq.,
President Montreal and European Short Line Railway Co.

NEW YORK, 2nd January, 1885.

DEAR SIR,—Your communication by your secretary, of 15th December, ult., has been received and contents duty noted. The position assumed by your Department, that this company, as a company, has no subsidy from the Dominion Government, appears to the officers and directors of this company as most extraordinary and remarkable. I do not propose to discuss the differences between us on this subject, but simply to protest, on behalf of this company, against the justice of the position assumed by the Government of the Dominion of Canada through your Department.

This company claims that it has a contract with the Dominion Government for the construction of certain lines of railway in Nova Scotia and Cape Breton, and for payment by the Government of certain subsidies, as authorized and provided in the Acts of Parliament at its last Session. That said contract was made and concluded between Her Majesty the Queen of Great Britain, by Her Minister of Railways and Canals, for the Dominion of Canada, and the Montreal and European Short Line Railway Company, on or about the ninth day of May last, and was thereupon duly signed in the presence of witnesses and the official seals attached. There has been no default on the part of this company to in any way invalidate the respective obli-

gations of that contract, and if there have been any delays in discharging the obligations made by our contractors, and more vigorously resuming the work on the line of railway, they have been occasioned by the doubtful attitude in which the Government has placed this company before the public, being unsatisfactory to capitalists with whom we were negotiating for financial assistance, and has finally culminated in the position declared in your communication referred to, which is, substantially, that we have no contract at all.

Notwithstanding this extraordinary position, and the weight of embarrassment it has imposed upon us, we have been actually endeavoring to comply with the remarkable exactions made as conditions to any recognition by the Government, as the smoothest way to a good understanding and harmonious co-operation, and believing that the Government would, nevertheless, give us what we are entitled to; but the refusal by the Government of any recognition of existing rights broke off the negotiation with the syndicate of capitalists, of which your Department was fully advised by their representative in person.

I am now able to state, however, that on 31st December we concluded arrangements with strong Canadian parties, represented by Mr. E. W. Rathbun, of Deseronto, Ont., for ample funds to carry through our entire undertaking, to be furnished at such dates as may meet the views of the Government, provided they can be satisfied that our contract will be delivered and its provisions and obligations recognized. Mr. Rathbun, or his representative, will call on you, and I trust will not meet the discouragement that was given the representative of the New York syndicate, in November.

I have only to add that I seriously deprecate making any issues or apparent menaces *pro* and *con* with the Government or with your Department, but I could not say less without appearing to have waived what we firmly believe and are fully advised are our legal rights in the premises.

I have the honor to be very respectfully yours,

NORVIN GREEN, *President.*

Hon. J. H. Pope, Acting Minister Railways and Canals.

Ottawa, 18th February, 1885.

Sir,—If the Montreal and European Short Line Railway Company will deposit, within a specified time, a certified cheque for one hundred and fifty thousand dollars ($150,000) to the order of C. G. Townshend, M.P., as trustee, will the Government give the contract, as made 9th May, 1884, to the company, upon notice from Mr. Townshend to them that the said cheque has been deposited—said cheque to be endorsed to the effect that when Mr. Townshend receives notice that the contract has been delivered to the company he may draw and use the proceeds thereof to settle the amounts due, as certified in the statement deposited with him, 22nd May, 1884, by Sir Charles Tupper?

Owing to conflicting rumors and statements in circulation concerning the relation between the Government and said company, and being anxious for the whole line, as proposed, I submit the above enquiry to your consideration and hope that you can give me an immediate answer.

If that company will not undertake to build the railway on the terms of the contract, said by the Acting Minister of railways to have been signed by Sir Charles Tupper, I earnestly hope that some other scheme of building that railway—particularly through Cape Breton island—will be immediately substituted. As far as I can comprehend the situation, the Montreal and European Short Line Railway Company hesitated to move any further in the matter without some assurance from the Minister of Railways or the Government that the contract will be given to them. And I think that if those interested in a railway from Oxford to Louisburg could, on your authority, assure the company of the good faith of the Government to carry out the contract, they would at any rate be compelled to show their hand. Their refusal to

comply now with the conditions on which the contract would then have been delivered to them will disarm them of all alleged grievances against the Government.

I have the honor to be, Sir, your obedient servant.

H. CAMERON, Inverness.

Right Hon. Sir JOHN A. MACDONALD, G.C.B., Premier of Canada.

2nd March, 1885.

SIR,—I am directed to acknowledge the receipt of your letter of the 18th ultimo, transferred by Sir John A. Macdonald to this Department, asking whether, on a cheque for $150,000 being deposited with Mr. Townshend, M. P., to settle the outstanding debts, the contract of May, 1884, will be delivered to the Montreal and European Short Line Company.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

H. CAMERON, Esq., M.D., M.P., House of Commons.

OTTAWA, 4th March, 1885.

SIR,—In order to bring the differences between the Government and the Montreal and European Short Line Railway Company to a final conclusion we, the undersigned members of Parliament, beg to request you, as Minister of Railways, to give said company an official assurance that if said company will deposit, within ten days after such official assurance is given, a certified cheque for $150,000 to the order of C. J. Townshend, M.P., as trustee, the Government will deliver the contract, as made 9th May, 1884, to the company, upon notice from Mr. Townshend to them that the said cheque has been deposited—said cheque to be accompanied with a statement to the effect that when Mr. Townshend receives notice that the contract has been delivered to the company he may draw and use the proceeds thereof to settle the amounts due, as certified in the schedule deposited with him, 22nd May, 1884, by Sir Charles Tupper.

We have the honor to be, Sir, your obedient servants,

Wm. McDonald	Senator	H. Cameron	M.P.
Thos McKery	do	M. B. Daly	do
T. D. Archibald	do	C. J. Townshend	do
R. B. Dickey	do	H. F. McDougall	do
Alex. Macfarlane	do	Chas. H. Tupper	do
H. A. N. Kaulbach	do	J. F. Stairs	do
R. P. Grant	do	W. H. Allison	do
W. J. Almon	do	C. E. Kaulbach	do
		J. R. Kinney	do
		D. B. Woodworth	do
		Murray Dodd	do

Hon. J. H. POPE, Acting Minister Railways.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY COMPANY.

COPIES of telegrams between Members of Parliament from Nova Scotia, and Dr. Norvin Green, President of the Montreal and European Short Line Railway Company.

OTTAWA, 2nd March, 1885.

To NORVIN GREEN, President, New York.

Is your company prepared to deposit $150,000 with a trustee here to pay Nova Scotia debts within a specified time, provided Government will deliver contract prepared in May last after the deposit is made? If the Government refuse, money to be

immediately returned by trustee. On your doing this now we are prepared to press Government for contract. Please reply at once.

JOHN McDOUGALD,
CHAS. J. TOWNSHEND,
CHAS. H. TUPPER,
H. CAMERON,
H. F. McDOUGALL.

OTTAWA, 4th March, 1885.

To NORVIN GREEN, President, New York.

If an official assurance is given that contract will be delivered, are you prepared to deposit $150,000 with trustee as suggested, within ten days after such assurance is obtained ?

H. CAMERON.

NEW YORK, 9th March, 1885.

To HUGH CAMERON, Ottawa.

Just returned from Boston, and find misunderstood your telegrams forwarded me there. I had understood them that we were required to raise and deposit money on the private assurance given you and your associates. I now say to the Nova Scotia delegates that company will have deposit made as specified within ten days after we receive official assurances that contract will be delivered.

NORVIN GREEN, *President.*

BOSTON, MASS., 7th March, 1885.

To Col. C. L. SNOW, Ottawa.

I did misunderstand the question I was required to answer. I say to N.S. delegation that a deposit as required will be made within ten days after official assurance is given. Answer to New York.

NORVIN GREEN, *President.*

N.B.—Dr. Green was in Boston and could not consult with his associates in regard to making a deposit by Wednesday, which he thought he was required to do. I called his attention to the question, and his answer is most explicit. He asks for an official assurance because the Minister of Railways made a public and official denial.

C. L. S.

OTTAWA, 21st March, 1885.

DEAR SIRS,—I am now in a position to say to you that I am authorized by the Privy Council to inform you, in order that you may advise the Short Line Railway Company, that if $150,000 are deposited with Mr. Charles Townshend, M.P., as trustee, to pay the laborers and others, including contractors, heretofore employed on the railway, and now unpaid, before the 5th day of April next, a contract, with the same terms and conditions as those contained in the contract prepared, but not perfected, in May last, will be entered into between the Government and the company.

I am, dear Sirs, yours very truly,

J. H. POPE, *Acting Minister Railways and Canals.*

Messrs. McDOUGALL, M.P., *et al.*

OTTAWA, 23rd March, 1885.

SIR,—I am directed to forward, for your information, the accompanying copy of a letter addressed by the Hon. the Acting Minister of Railways and Canals

to Messrs. McDougald, M. P., *et al.*, regarding resumption of work on the Short Line Railway, and conditions appertaining thereto.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

NORVIN GREEN, Esq., Chairman M. & E. Short Line Railway Company,
Care of Hon. W. McDOUGALL, C. B.

March 22nd, 1885.

DEAR SIR,—Nearly a year ago now I forwarded to the Department of Railways, a list of claims left in my hands for collection against different sub-contractors on what is known as the "Short Line" in Nova Scotia. For fear the list may be overlooked in the settlement of these unpaid claims, I take the liberty of enclosing it again, or a copy of the list I have in my possession.

I will be glad if the payment is made through me, as I have authority to collect.

Yours very truly,

P. A. LANDRY.

Hon. J. H. POPE, Acting Minister of Railways, &c., &c.

MEMORANDUM of Claims for labor in hands of P. A. Landry against the "Short Line Railway" &c., under Cook and McDonald, Contractors.

H. Boudreau, balance due		$44 67
A. Melancon	do	47 77
Rolphe White	do	48 07
G. Belliveau	do	20 72
H. Belliveau	do	33 57
Ph. Belliveau	do	54 79
Syl. White	do	58 59
Sam. Veno, $17.92 and $20.15		38 07
Total		$346 25

Under O'Brien and Joyce, Contractors.

Valentine Goudet	$47 50
Patrick Goudet	42 80

Under Gillespie and Babineau, Contractors.

Vital Souier, for self and horses	$93 25
Jœ. Dupuis for self	33 12
Peter Souier, for self and horses	79 74
Peter F. White, for self and horses	73 37
Placid Dupuis do	22 75
Vital Dupuis do	70 80
Silas F. White do	18 43
Romeo White, self	31 25
Dom. Goudet	34 37
Odell Souier	21 87
Cail Goudet	31 87
Joseph D. Cormier	30 93
Sam. Cormier	28 75
Sylvain Goudet	31 87
Peter P. White	24 20
Philip White	30 00
Theo. White	31 25
Total	$1,124 37

The above is for work done in Nova Scotia on what is called the "Short Line," and accompanies letter of P. A. Landry, dated 23rd March, 1885.

P. A. L.

OTTAWA, 27th March, 1885.

SIR,—I am directed to acknowledge the receipt of your letter of the 23rd instant, furnishing a copy of the claims against certain contractors of the Short Line Railway which have been left in your hands to collect, and asking that payment be made through you.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

P. A. LANDRY, Esq., M. P., House of Commons.

OTTAWA, 4th April, 1885.

SIR,—The Minister directs me to draw your attention to the fact that to-morrow, the 5th of April, is the day fixed, by his letter of the 21st ultimo, addressed to Mr. McDougall, M. P. (representing the interests of the Montreal and European Short Line Railway Company) as the final date for the lodging with Mr. Townshend, M.P., of certain moneys required to pay laborers in connection with their works, a copy of which letter was forwarded to you direct on the 23rd ultimo.

The Minister desires me to say that he has not received intimation of the payment of such moneys to Mr. Townshend, and to express his hope that by Monday, the 6th (the 5th falling on a Sunday) their deposit may be duly made.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

NORVIN GREEN, Esq., President M. & E. S. L. Ry. Co.,
care Hon. WM. McDOUGALL, Q.C., Kingston, Ontario.

OTTAWA, 7th April, 1885.

SIR,—Referring to your letter of the 21st March, 1885, addressed to Messrs. McDougall, M P., and others, in relation to the contract for the Short Line Railway in Nova Scotia, I beg to say that the contents of the letter were duly communicated to the Montreal and European Short Line Railway Company.

Mr. C. J. Townshend, M.P. (for Cumberland), authorizes me to state that up to this time no money has been deposited with him by the company, as stipulated in your letter.

I enclose a telegram from Norvin Green (president), admitting the company's failure to raise the funds to make the deposit required by the Government.

I am, Sir, your most obedient servant,

JOHN McDOUGALL.

Hon. J. H. POPE, Acting Minister of Railways and Canals, Ottawa.

From New York to C. J. Townshend, M P., and members from Nova Scotia.

OTTAWA, 6th April, 1885.

We of the Montreal and European Short Line Railway Company have exhausted every effort to raise the funds to make the deposit required by the Government by the fifth, and though we had assurances of the most reliable brokers that they would raise the money on the securities we had to offer, we have failed. There seems to be a general aversion to advancing money to any new railroad schemes at present; still we deserve your friendship more than your censure; we have spent a large sum of our money in your country, enough to secure the ultimate construction of your road, without any return to us.

NORVIN GREEN.

RETURN

(138)

To an ORDER of the HOUSE OF COMMONS, dated 23rd March, 1885;—For copies of all Reports, Correspondence and Surveys, if any, in the Department of Public Works, as to the improvement of the North Saskatchewan River for the purpose of navigation.

By Command.

J. A. CHAPLEAU,

Department of the Secretary of State, Ottawa, 27th April, 1885.

Secretary of State.

SYNOPSIS *re* Improvement of North Saskatchewan River.

June 21, 1879—From C. J. Brydges, 82666—Calls attention to the absolute necessity of making some immediate improvement on the Saskatchewan River, between Winnipeg and Edmonton. Cost of same would not exceed $20,000.

Sept'ber 10, 1879—To C. J. Brydges, 51526—Whether a specification of what is required to be done can be furnished.

do 24, 1879—From S. Fleming, 82557—Reports on No. 82666, *re* navigation of river. States that if Hudson Bay Company cannot specify exactly the work to be done, with the view of inviting tenders, a person will have to be sent to examine the river.

do 19, 1879—From C. J. Brydges, 85531—Acknowledges letter No. 51526, and defines the improvements required in the navigation of the river between Prince Albert and Grand Rapids.

October 25, 1879—To C. J. Brydges, 204—Requesting him to furnish an estimate of each of the improvements referred to in No. 85531, and to note which of them should be attended to first.

April 20, 1879—From C. J. Brydges, 889—Acknowledges No. 204. Points out the most important improvements. States it would be necessary to have an engineer to examine the spots, to get a correct estimate, &c.

March 31, 1880—From Sir J. Macdonald, 5007—Transmits a letter from C. J. Brydges, requesting that a sum be placed in the Estimates for improving river.

July 30, 1880—To C. J. Brydges, 2833—Acknowledging No. 5007, and stating that there are no funds available for improvement of river.

Sept'ber 28, 1880—From C. J. Brydges, 8156—Calls attention to his letter of 19th September, 1879, No. 85531, *re* improvement of river, &c.

October 4, 1880—From C. J. Brydges, 8274—Acknowledging letter of 30th ultimo, *re* Red River and Saskatchewan.

do 11, 1880—From C. J. Brydges, 8399—Acknowledging No. 4082, and states that Hudson Bay Company are prepared to build piers at the "Demi-charge" and "Rocher Rouge," provided other improvements, mentioned in No. 8274, will be carried out next year.

October 15, 1880—To Report to Council, 4115—Authority to expend $2,000.00 in dredging mouth of Red River; also to submit estimates to Parliament for execution of works at Cole's Falls and Tobin's Rapids, on Saskatchewan River.

do 15, 1880—From Order in Council, 8531 — Authorizing above recommendation.

November 10, 1880—To C. J. Brydges, 4482—Informing him of above.

do 2, 1880—From C. J. Brydges, 9136—Enquiring what has been done in this matter.

January 22, 1881—From Chief Engineer, 11090 — Reports on improvements as prayed for by the Hudson Bay Company; states that an examination will be necessary to determine the nature, cost, &c., of works required, and recommends that $20,000.00 be placed in the Estimates for 1881-82.

March 9, 1881—From Chief Engineer, 12509—Memorandum, *re* obstructions in river.

January 10, 1882—From C. J. Brydges, 20359—Calls attention to river improvements, for which a sum was placed in last year's Estimates.

February 6, 1882—From Chief Engineer, 21002—Refers to unexpended vote of $20,000.00 for improvement of river, and suggests that the same amount be provided in the Estimates for 1882-83.

do 21, 1882—From C. J. Brydges, 21641—Refers to improvements required in river, and suggests the desirability of having a certain sum placed at their disposal for expenditure on same.

March 3, 1882—From Chief Engineer, 21847—Report on No. 21641, *re* improvement of river. Suggests that $18,000 out of amount voted be placed in hands of Hudson Bay Company for the performance of works.

do 11, 1882—To Report to Council, 11563—Recommending above suggestions.

do 14, 1882—From Order in Council, 22680—Concurring in above recommendation.

July 27, 1882—To C. J. Brydges, 13716½—Informing him of above.

August 15, 1882—From C. J. Brydges, 26519—Acknowledges No. 13716½.

Sept'ber 27, 1882—From C. J. Brydges, 27964—Refers to his letter of 15th August last, in reply to departmental letter of 27th July, with reference to the removal of obstructions in the Saskatchewan River. States that Hudson Bay Company have determined to take measures to improve the navigation at the "Demi-charge" and "Rocher Rouge."

October 11, 1882—To C. J. Brydges, 15048—Acknowledging No. 27964.

do 16, 1882—From Chief Engineer, 28381—Reports on Nos. 26619 and 27964 from Hudson Bay Company, *re* improvement of River Saskatchewan, as authorized by Order in Council of 14th March last, and recommends that authority be renewed for the expenditure of the sum of $18,000 by above company, with instructions to proceed at once to procure the plant necessary for a prosecution of the works during the winter.

November 6, 1882—To C. J. Brydges, 15542—Further authorizing him to expend $18,000 for the improvement of the river, as per letter of 27th July last, requesting that steps be taken to procure the plant necessary for the prosecution of the works during the winter.

October 30, 1882—From Jas. Turner, 29161—Submits a report on the improvement of the Saskatchewan River, from cut-off to Edmonton. States that the Winnipeg and Western Transportation Company will co-operate in carrying out the scheme proposed. Estimated cost, $12,000.00 to $15,000.00.

November 4, 1882—From Jas Turner, 29162—Encloses plan of the cut-off of the Saskatchewan, and refers to the improvement of the above river, as mentioned in his letter of 30th ult.

do 18, 1882—To Jas. Turner, 15815—Acknowledging Nos. 29161-29162.

do 20, 1882—From Jas. Turner, 29414—Acknowledges No. 15815, and encloses a letter from Manager of Winnipeg and Western Transportation, *re* improvement of river.

December 4, 1882—From L. Clark, 29909—Suggests that a free ferry be established at some point between the telegraph crossing and St. Laurent, on the Saskatchewan, &c.

January 29, 1883—From C. J. Brydges, 31621—Refers to letter of 6th October last, *re* expenditure of $18,000 for improving river, and states that it was found impossible to do the work this winter, &c.

February 17, 1883—To J. C. Brydges, 16972—Acknowledging No. 31621, *re* expenditure of $18,000.00 for the improvement of river.

————————From Betts E. Gwymer, and others, 32878—Applications of the merchants of Prince Albert, N.W.T., for a grant to improve the Saskatchewan River.

March 24, 1883—To Betts E. Gwymer, and others, 17540—Acknowledging No. 32878.

May 4, 1883—From C. J. Brydges, 34278—Reports arrangements made for next season's work on river, and transmits accounts for purchase of materials, &c.

do 22, 1883—To C. J. Brydges, 18519—Returning accounts for works at the Saskatchewan River, to be paid out of cheque of $5,000 sent on 19th inst.

September 7, 1883—From C. J. Brydges, 38195—Asks for a credit of $10,000 to pay accounts connected with removal of obstructions.

December 26, 1883—From C. J. Brydges, 42147—Reports on work done in connection with improvement of Saskatchewan during 1883, &c.

January 9, 1884—To C. J. Brydges, 22784—Acknowledging No. 42147.

February 25, 1884—From C. J. Brydges, 44527—*Re* Saskatchewan River improvement—Refers to appropriation of $10,000 for this year, and states work which could be done for the above sum.

March 7, 1884—To C. J. Brydges, 23957—Acknowledging No. 44527, for a grant of $10,000.

May 9, 1884—From Chief Engineer, 47111—Asks that $1,000.00 be placed to credit of C. J. Brydges, to defray expenses in connection with improvement River Saskatchewan.

October 14, 1884—From C. J. Brydges, 52425—Telegram. Asks that cheque for $6,000 be forwarded to him.

do 15, 1884—To C. J. Brydges, 28324—Certificate for $6,000 issued for expenditure, *re* Saskatchewan River improvement.

do 16, 1884—From Auditor-General, 52472—States that he requires vouchers for previous payments to Hudson Bay Company on account of Saskatchewan River improvements, before passing application for further advances.

do 20, 1884—From C. J. Brydges, 52684—Acknowledging telegram of 15th instant, *re* payment of $6,000, and states that vouchers can be obtained only on completion of the work, &c.

do 27, 1884—To Auditor-General, 28453—Acknowledging Nos. 52472 and 52614, *re* payment of $6,000, and encloses letter from C. J. Brydges giving reasons why he cannot furnish vouchers.

do 29, 1884—From C. J. Brydges, 28502—Informing that the Auditor-General is satisfied with his explanation, and the $6,000 has been placed to his credit.

HUDSON BAY COMPANY, MONTREAL, 21st June, 1879.

SIR,—I beg to call your attention to the absolute necessity of making some immediate improvement in the condition of the River Saskatchewan, between Winnipeg and Edmonton, up to which point steamers now run.

I am informed that the navigation of the Saskatchewan is very similar to that of the Missouri River, between Bismarck and Fort Benton, in the United States. On the latter river considerable improvements have been made, by the taking out of boulders, which seriously impeded vessels going up and down.

The cost of this improvement is, of course, not great.

The Hudson Bay Company, at present, have a line of three steamers, starting from the lower stone fort, on the Red River, about 16 miles below Winnipeg, passing out of the Red River into Lake Winnipeg, and going along that lake to Grand Falls, where the main Saskatchewan River falls into the lake.

At the mouth of the Red River there is a sand bar, which could be very easily removed by a moderate amount of dredging. At present, vessels drawing more than 7 feet cannot get across the bar with certainty, and as the navigation of Lake Winnipeg is, at some seasons of the year, very rough, it requires a vessel of considerable draft to navigate that lake with safety. The cost of the dredging at this point would be small.

At Grand Falls, up to which the steamer "Colville," belonging to the Hudson Bay Company, runs, the falls are impassable for vessels.

The Hudson Bay Company has built a tramway about 4 miles in length, in order to get round these falls; but, of course, this involves the transhipment both of passengers and freight. At the end of the tramway, on the Saskatchewan River, the Hudson Bay Company have another boat, called the "Northcote," which runs as far as Carleton House; and from Carleton House another steamer belonging to the Hudson Bay Company, called the "Lily," now makes trips up to Fort Edmonton.

These steamers therefore complete the communication between Fort Edmonton and the Red River; and the Hudson Bay Company is prepared to place upon Lake Winnipeg and the River Saskatchewan such steamboat accommodation as may be necessary for the proper development of the country through which the Saskatchewan River runs; but, to enable it to do this effectually, certain improvements are required, which will not be costly, and which, if carried out, will very materially improve the condition of the navigation.

The points where these improvements are required, are as follows:—

First.—The dredging of the sand bar at the mouth of the Red River, known as the sloops channel at that river.

Second.—Removal of boulders at the following places:—

1. Rocher Rouge Rapids. Steamers get up this now by the assistance of warps attached to points on the shore.
2. Cedar Lake, Flying Post Rapids.
3. Thoburn's Rapids. These rapids are about 3 miles long, and cause much detention in low water.
4. Nepowewin Rapids.
5. Cole's Falls.
6. Rapide de La'hys.

The last three rapids, which the steamer ascends with the assistance of warps, would be much improved by the removal of boulders.

7. Crooked Rapid, a short distance below Victoria.

Third.—Demi-charge Rapid. This requires a pier put at the head of the rapids to which to attach the warps by means of which the vessels, with the assistance of our own engines, can get up this rapid.

At present the warp has to be fastened on shore, and requires 2,200 yards of warp. By the putting in of a pier, as suggested, the length of the warp can be reduced at least 500 yards, making a very considerable improvement in the facility of getting up these rapids.

I am informed that the cost of completing the work which I have here referred to would not exceed $20,000, and would incalculably improve the navigation.

The Deputy Minister of the Interior and the Surveyor-General are both aware of the importance of improving the navigation in the way I now suggest; and I beg to make application that the necessary steps may be taken to accomplish what I ask, which will prove, as I have already said, of most material advantage to the country and the people living in it, who will naturally find means of ingress and egress, during the season of navigation on lake Winnipeg and the Saskatchewan.

I have the honor to be, Sir, your obedient servant,

C. J. BRYDGES.

Hon. the Minister of Public Works, Ottawa.

OTTAWA, 10th September, 1879.

SIR,—Referring to your communication of the 21st June, calling attention to the necessity for certain improvements in the navigation of the Saskatchewan River, I am to request that you will, if possible, specify exactly the work required to be done, preparatory to the inviting of tenders for its performance.

I am, Sir, your obedient servant,

F. H. ENNIS, *Acting Secretary.*

C. J. BRYDGES, Esq., Hudson Bay Co., Winnipeg, Man.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 24th June, 1879.

SIR—Mr. Brydges' letter of the 21st inst., respecting the navigation of the Saskatchewan, and suggested improvements, has been referred to me.

In my printed report, 26th January, 1874, page 25, will be found some reference to this subject.

There can be no doubt that the river requires some improvement to render it navigable at all conditions of the water.

But it is somewhat difficult to define what is actually needed, so that the work may be carried out by tender and contract.

Probably the officers of the Hudson Bay Company, who are doubtless familiar with every obstruction in the river, could specify the work to be done, with the view of inviting tenders. If they cannot do so, the only other way which suggests itself is to send some practical person to examine the river this season, and thus obtain all information necessary.

As there is no appropriation for this service, I imagine any expenditure will have to be postponed until after the next Session of Parliament.

I have the honor to be, Sir, your obedient servant,

SANDFORD FLEMING, *Engineer-in-Chief.*

Hon. Sir CHARLES TUPPER, K.C.M.G., Minister of Railways and Canals.

HUDSON BAY COMPANY, WINNIPEG, 19th September, 1879.

SIR,—I am in receipt of your letter of the 10th inst., with reference to mine of the 21st June, regarding improvements in the navigation of the River Saskatchewan.

In reply to the request contained in your letter, I have to say that I have lately made personal examination of the river between Prince Albert, about 60 miles above the forks, and the outlet of the river at Grand Rapids. I have also made careful enquiries from all the parties now engaged in carrying on the navigation of the steamers, and am in a position to tell you what is required to improve the navigation of the river between Prince Albert and Grand Rapids.

Going downwards, the first point which requires attention is Cole's Falls, a very swift rapid, with a narrow channel, encumbered with rocks and boulders.

In going down these rapids on the 4th September, in a York boat drawing but 1 foot of water, we struck a rock at the head of the rapids, and hung there, at considerable risk, for nearly an hour. This will give an idea of the state of the water.

This place can very easily be improved by taking out a number of rocks which now obstruct the channel, and by constructing a couple of wing dams, so as to increase the volume of water in the channel itself. The rocks that require to be removed can be used in the construction of the dams, and there is ample material to form the dams to which I have referred.

The second point is at the Little Rapids, a short distance below Cole's Falls, where a few rocks require to be taken out.

The third place is Nepowewin Rapids, in which rocks require to be removed in two places.

The next point is Tobin's Rapids, a long, shallow rapid, in which there is very little water late in the season. Some rocks require to be taken out and wing dams constructed.

The next place is the Narrows, in which one rock requires to be taken out. This is on the lower side of Cedar Lake.

The sixth place is a very swift rapid, called the Demi-charge. This is at the foot of a small lake, and the current is extremely strong and rapid. The steamer cannot get up this rapid, the current being so strong, by itself, but has to be assisted by a rope, which is attached to a steam capstan on the steamer, and fastened to trees on the shore. The rope is now about a mile and a-quarter in length, as it has to be carried across the lake at the head of the rapids and fastened to trees on the opposite shore. The current, which goes down the lake, sags the rope, and it, of course, considerably increases the length required. It frequently takes a day for the steamers, by the process I have described, to go up these rapids. What is wanted here is to have a pier put down in the lake, a short distance above the head of the rapids, to which to attach the rope.

This would reduce the length of the rope to 2,000 feet, in place of a mile and a quarter, and would enable the boat to get up in one-half the time now occupied.

The seventh place is Rocher Rouge Rapids, not far from Grand Rapids.

This is a long, swift rapid, where again a rope has to be used, in order to assist the steamer up. The placing of a pier near the head of the rapids would reduce the length of the rope required from 3,000 to 2,000 feet.

The construction of these piers would not be at all costly, there being both timber and stone on the ground, in the immediate vicinity of the rapids.

The removal of rocks at the other five places can be done at comparatively small cost, by using barges, which can be built in the country, and placing upon them cranes worked by steam power. A great deal of work of this kind has been done on the Missouri River, between Bismarck and Fort Benton.

If the works I have specified, between Prince Albert and Grand Rapids, were done, it would give a depth of water, in the lowest stage, of 3½ feet. At the present moment there is barely 2 feet of water at the lowest places, and even less at Cole's Falls.

By removing these obstructions, navigation could be carried on from the 1st June to the 1st October, whilst now it is not safe to run after the first half of August.

There is a large settlement at Prince Albert, and also large settlements beyond it, which require the means of navigation both for passengers and freight.

Further works will be required to be done between Prince Albert and Edmonton, but not having personally inspected this portion of the river, I cannot give as precise information in regard to it as the part I have been over.

The Hudson Bay Company now have two steamers running between Grand Rapids and Edmonton. They can make from eight to ten trips a year, and in addition to doing the company's own work, can accommodate all that is required by the public. If the growth of the trade requires more steamers the company is prepared to put them on.

In the early part of August one of the steamers, the "Lily," in going from Edmonton to Carleton, struck on a rock and was very considerably damaged, owing to the lowness of the water.

At Grand Rapids, about two miles above the mouth of the Red River, there is a long rapid, two miles in length, which is a complete barrier to navigation.

To overcome this, the Hudson Bay Company have built a tramway three miles and a-half in length, over which goods are transported between the river steamers and the one which navigates Lake Winnipeg between Grand Rapids and the Red River. This steamer is called the "Colville," and can make a trip a week, supplying the river steamers with all they can carry. She cannot be built any larger, on account of a bar which exists at the mouth of the Red River. This steamer draws, according to load, from 5 to 7 feet of water. The channel is here very crooked, being something like the shape of the letter "S." It is marked out by buoys placed there by the Hudson Bay Company.

The "Colvile," when she has a full load to take from the Red River to Grand Rapids, a schooner has to accompany her with a part of the cargo across the bar, when the freight has to be transferred to the steamer. This, of course, involves very great waste of time and expense. What is wanted is the dredging of this bar, which can readily be done at a moderate cost, and by which the depth of water could easily be increased to about 9 feet.

The Red River has three outlets into the lake; one of these should be closed, which could be done at small cost, and this would materially increase the volume of water passing through the dredged channel.

I observe that a lightship is now advertised for by the Marine Department, to be placed at the mouth of the Red River.

I do not believe that this is at all necessary or wise. A lightship there in heavy weather, say a gale from the north-west, would not probably be able to live at her post, and the channel is so crooked that I do not see how the lightship would enable the steamer to get through in safety. What is wanted is a beacon light, to be placed at the mouth of the river to show where the entrance is.

I am satisfied that a lightship would be useless, an opinion in which the captain of the "Colville" entirely concurs.

I have the honor to be, Sir, your obedient servant,

C. J. BRYDGES, *Land Commissioner.*

F. H. Ennis, Esq., Secretary Public Works Department, Ottawa.

Ottawa, 25th October, 1879.

Sir,—Referring to your letter of the 19th September, on the subject of improvements required in the navigation of the Saskatchewan River, I am directed to request that you will be good enough to furnish this Department with an estimate, in so far as may be practicable, of the cost of each of the improvements to which you referred, and also be good enough to say which of the proposed improvements you deem it desirable should receive the first attention.

I am, Sir, your obedient servant,

S. CHAPLEAU, *Secretary.*

C. J. Brydges, Esq., Hudson Bay Company, Winnipeg, Man.

Hudson Bay Company, Montreal, 12th November, 1879.

Sir,—I beg to acknowledge the receipt of your letter of the 25th ult., addressed to me at Winnipeg, and which has been sent to me here.

The points most important to improve the navigation of the Saskatchewan River are, first: The dredging of the bar at the entry of Red River into Lake Winnipeg. The next most important is the placing of a pier at the head of the Demi-charge Rapids. The next important place is the building of wing walls and the removal of boulders in Tobin's Rapids, and the next most important is the removal of boulders at Cole's Falls, and building wing dams there.

These are what would be most desirable to proceed with first, although in point of fact the river will not be satisfactory until all the matters mentioned in my letter of the 19th of September are attended to.

It is extremely difficult for me to give an estimate of the cost of the different works, but I cannot think that the figures I have already given would prove to be wide of the mark.

In order to get a correct estimate, it would be necessary to have an engineer examine the spots, and this could hardly be done now, until next spring; but I repeat that I am entirely satisfied a vast improvement could be made in the navigation of the river if the works mentioned in my letter of the 19th September were carried out.

I think it right to say that from all the information which reaches me there is no doubt that a very considerable and increasing traffic will be found to arise on the Saskatchewan River, and that it will be a most powerful aid in the development of the settlement of the North-West country.

I am, Sir, your obedient servant,

C. J. BRYDGES, *Land Commissioner.*

S. CHAPLEAU, Esq., Department of Public Works, Ottawa.

OTTAWA, 31st March, 1880.

MY DEAR MACDONALD,—Mr. Langevin tells me that there is nothing in the Estimates for any improvements in the Saskatchewan River. I earnestly ask you to reconsider this. It is of immense importance to the settlements at Prince Albert and up to Edmonton. The river at present is in a most dangerous state for steamers, and its usefulness greatly lessened. Cole's Falls and Tobin's Falls become impassable when the water is low. It makes a serious difference in the time a steamer takes to go up, and seriously lessens the number of trips that can be made during each season. I came down the river the first week in September, last year, in a boat drawing only 1 foot, and we struck on a rock in Cole's Falls. The water was so low that a fortnight before the steamer was unable to get up the river at that place.

I know you want to have the river navigated regularly, but this cannot be done until the bad places are attended to. There is full information in the Public Works Department as to what is wanted. I hope you will have this matter reconsidered, in the interests of the development of the North-West.

Yours very truly,

C. J. BRYDGES.

Right Hon. Sir JOHN A. MACDONALD.

OTTAWA, 30th July, 1880.

SIR,—I have the honor to inform you that your letter of the 31st March last, respecting the necessity for the improvement of the Saskatchewan River, and which was addressed to the Right Hon. Sir John A. Macdonald, has been transferred to this Department.

In reply, I am directed by the Hon. the Minister to state that there are not, at present, any funds at his disposal which could be rendered available for that purpose.

I have the honor to be, Sir, your obedient servant,

S. CHAPLEAU, *Secretary.*

C. J. BRYDGES, Esq., &c., &c., No. 4 Peter Street, Montreal.

MONTREAL, 28th September, 1880.

MY DEAR MR. LANGEVIN,—I want to ask your serious attention to a matter which I discussed with you last year, but which, unfortunately, you were not able to deal with as you had hoped to do.

I refer to the improvements necessary to be made to make a satisfactory navigation on the Saskatchewan River.

I addressed a letter to the Secretary of your Department on the 19th September, 1879, which fully deals with all the matters which are necessary to be done to put the navigation of the river in a satisfactory position. I also had a correspondence, in the month of January last, with Sir Alexander Campbell, the result of which was that I gave him considerably reduced rates, both for passengers and freight, on the Saskatchewan River, by our boats, for the general public as well as for Government supplies.

We have, in accordance with the understanding I then came to, thrown our boats open to the public, and during the present season have carried a considerable number of passengers and very considerable quantities of freight. The Indian Department has been very much benefitted by these means of transport, as has also the general public; but it is now quite clear that much further accommodation is required, owing to the increasing number of people in the country, and that it will be necessary to place additional boats upon the river to meet the demands that are now arising.

We are quite ready to put two additional boats on, and to build them during the coming winter, provided we can have an assurance that the river will be put into such a condition as will enable the boats to run with safety.

What is wanted to give part of the accommodation that is necessary is an additional boat on Lake Winnipeg. She would require to be a good deal larger than the boat which is now there, and in order to enable her to navigate the lake in bad weather, she must draw more water.

This cannot be done until the bar at the Red River is dredged, as no boat drawing more than between 5 and 6 feet of water can now get across the bar. A very moderate expense would dredge this bar out, so that a boat could get across drawing 10 feet of water.

We are prepared at once to proceed with the construction of the necessary boat and to have her ready for next year's work, provided the dredging required to give the necessary depth of water will be undertaken by the Government.

I am sure you will find that there will be no difficulty in contracting with parties to provide a dredge to do the work at so much per yard, and I am also clear that there will be work for a dredge in other places on those rivers, which will make it quite worth a contractor's while to put a dredge on that river.

The works on the St. Lawrence by the Harbor Commissioners of Montreal and the enlargement of the Welland Canal, as well as other works of a similar kind, are approaching completion, and a considerable number of dredges will be available for this work at the opening of next season.

With this additional boat on Lake Winnipeg, it will be necessary to put an additional steamer of large capacity on the Saskatchewan River; and we are prepared to build this boat, and have her ready for next year's work, if we can have an assurance that certain work necessary for her safe passage will be undertaken by the Government.

The principal works required are piers at the head of two rapids south of Cedar Lake, one called the "Rocher Rouge" and the other the "Demi-charge."

These piers would not be expensive, but would enormously add to the facility of getting up the rapids, reducing the time necessarily occupied by at least a half, and very materially, indeed, reducing the very great risk which is now run.

The other works necessary are the building of wing dams and the removal of boulders at Cole's Falls and at Tobin's Rapids. At both these places great risk is run, and in low water it is quite impossible to ascend them.

I have mentioned the principal works which are necessary.

There are at some other points boulders which it would be of great advantage to the navigation to have removed.

They are all specified in my letter of 19th September, last year.

As I have said, we are ready to build these two additional boats, and have them ready for next season's work, if the Government will take the necessary steps for improving the navigation of the river in the way I have specified.

We should then have a fleet of five steamers running between Red River and Edmonton, and we should be able to employ one of these steamers, whenever occasion required, in navigating the south branch of the Saskatchewan, provided any business arose requiring the services of a steamer.

We are also prepared, in the event of the business growing beyond the capacity of the five steamers, to build other steamers and place them upon the two rivers.

The capital involved in these steamers will be very considerable, but we should not be justified in expending it unless we can have an assurance that the Government will do what is necessary to make the navigation fairly safe.

I have specified already what is required to be done in the event of the Government undertaking the work of improving the rivers.

We shall be prepared, in addition, to reduce our rates, both for passengers and freight, as much as possible, and lower than the figures which I have given in my correspondence with Mr. Campbell.

I think you are aware that we have already a tramway at Grand Rapids, enabling us to carry passengers and freight round the rapid, upwards of four miles in length, and which is quite impassable for any steamer.

The nature of the navigation requires boats to be built much stronger than is usual on western rivers, and if we build the two steamers we are now ready to proceed with, it will involve, with other works in connection with the tramway, an outlay of about $100,000.

If these boats are to be built this coming winter, which is the only time that they can be built, the orders for them will have to be given within the next thirty days.

I have therefore to beg that you will give this matter your careful consideration, and to let me know whether the Government will be prepared to undertake the works necessary to improve the navigation.

If you will do this, the company will have the boats ready, as I have said, for next season; but, without the improvements which I have specified in the navigation, it will be quite impossible for them to undertake the risk of putting so much money in boats which are liable to be wrecked every time they pass over the obstructions which now exist.

Believe me yours very truly,

C. J. BRYDGES.

Hon. H. L. Langevin, C.B., &c., &c., &c., Ottawa.

Hudson Bay Company, Montreal, 11th October, 1880.

Sir,—I am in receipt of your letter of the 9th instant, enquiring, on behalf of the Hon. the Minister of Public Works, whether the Hudson Bay Company would be prepared to build the piers at the Demi-charge and Rocher Rouge Rapids, on the Saskatchewan River, if the Government were to undertake the three other improvements asked for in my letter of the 4th instant.

In reply, I beg to say, for the information of the Minister, that this company has already expended very considerable sums in aiding the improvement of the navigation between the Red River and Edmonton, at the head of navigation on the Saskatchewan River. They have, at considerable yearly expense, placed buoys to mark the tortuous channel at the mouth of the Red River, which have to be removed every fall and replaced in the spring—in the latter case, at such points as the change in the form of the bar proves, upon examination, to be necessary.

They have also built commodious wharves and warehouses near the mouth of the Saskatchewan River, and below the Grand Rapids, and also higher up, after the rapids have been passed. Between those two points, a distance of about 4 miles they have, at very considerable expense, constructed a tramway, which is used for communication between the two vessels—one navigating Lake Winnipeg and the other proceeding up the Saskatchewan River.

This tramway, which cost a considerable amount to construct, involves very considerable yearly expense for maintenance and working.

Under these circumstances, it would only seem reasonable that the Government should carry out the works which are necessary to improve the navigation of the river, and which works have been specified in the letters which I have lately addressed to the Minister.

In order, however, to meet, as far as possible, the wishes of the Government, I am prepared to say, on behalf of the Hudson Bay Company, that provided the Government will undertake, during next year, to dredge a channel to a proper depth at the mouth of the Red River, and to execute the works at Cole's Falls and Tobin's Rapids, necessary to enable steamers to pass with comparative safety through those very serious obstructions, the company will undertake to place the necessary piers at Demi-charge and Rocher Rouge Rapids, to aid in the ascent of those dangerous rapids.

As I have already advised the Minister, this company is prepared to place two additional boats upon Lake Winnipeg and the Saskatchewan River (one on each), to accommodate the increasing trade, provided the obstructions which now exist are removed.

To do this the company will have to expend a sum of not much, if any, less than $100,000, an expenditure which they would not feel justified in incurring unless the great risks which are now run in navigating both Lake Winnipeg and the Saskatchewan River are diminished, as far as possible, by the removal of the obstructions which I have before referred to.

I have the honor to be, Sir, your obedient servant,

C. J. BRYDGES, *Land Commissioner, H. B. Co.*

S. CHAPLEAU, Esq., Secretary Department Public Works, Ottawa.

OTTAWA, 14th October, 1880.

MEMORANDUM.—The undersigned has the honor to submit:

That the Hudson Bay Company have drawn the attention of his Department to the necessity for certain improvements being made in order to the satisfactory navigation of the River Saskatchewan and the Red River, on which streams the said company have in operation vessels for the accommodation of freight and passenger traffic.

That owing to the increasing population of the country further accommodation of this nature will have to be provided to meet the demands now arising; and the company state their readiness to build, during the coming winter, and put on those waterways next season, two additional steamers, one to be placed on the Saskatchewan—provided assurance can be given that the river will be so improved as to ensure, at as early a date as possible, the safe running of their vessels—and the other on Lake Winnipeg.

That the steamer proposed for Lake Winnipeg will, to properly meet the requirements of the trade and to navigate the lake in bad weather, need to be much larger, and of greater draught, than the one now in use, and to enable such a vessel to enter the Red River the bar at the mouth of that stream, the present channel through which is a very tortuous one, will require to be dredged—the depth of water thereon now averaging only about six feet, whereas the proposed vessel will require a depth of over 10 feet.

That it appears, from the statements of the company, that the principal works required on the Saskatchewan are the construction of piers, to aid in the ascent at the heads of two rapids south of Cedar Lake, known as the Rocher Rouge and the Demi-charge; the building of wing dams at Cole's Falls and Tobin's Rapids, and the removal of boulders from those latter points.

That the company have expressed their willingness to construct, at their own cost, the piers referred to, conditionally that the Government shall execute the remainder of the above-mentioned works.

That the company are prepared, in the event of those works of improvement being carried out, and should the business grow beyond the capacity of the five steamers which they would then have in operation between Red River and Edmon-

ton, at the head of the Saskatchewan navigation, to build others, and, in addition, to reduce their rates, both for passengers and freight, as much as possible.

The undersigned therefore begs to recommend that he be authorized to expend the sum of $2,000 to straighten and dredge, to a proper depth, the channel at the mouth of the Red River—one-half of the cost to be charged to the appropriation for "Harbors and Rivers, General Repairs, Manitoba," and the other moiety to that for "Miscellaneous Works, not otherwise provided for;" and, further, that authority be granted for the preparation and submission to Parliament, at its next Session, of estimates for the execution of the works at Cole's Falls and Tobin's Rapids, on the Saskatchewan River.

Respectfully submitted,

HECTOR L. LANGEVIN, *Minister of Public Works.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the* 15*th October*, 1880.

On a memorandum, dated 14th October, 1880, from the Hon. the Minister of Public Works, submitting that the Hudson Bay Company have drawn the attention of his Department to the necessity for certain improvements being made in order to the satisfactory navigation of the River Saskatchewan and the Red River, on which streams the said company have in operation vessels for the accommodation of freight and passenger traffic.

For the reasons stated in his memorandum, the Minister recommends that he be authorized to expend the sum of $2,000 to straighten and dredge, to a proper depth, the channel at the mouth of the Red River—one-half of the cost to be charged to the appropriation for "Harbors and Rivers, General Repairs, Manitoba," and the other moiety to that for "Miscellaneous Works, not otherwise provided for," and, further, that authority be granted for the preparation and submission to Parliament, at its next Session, of estimates for the execution of the works at Cole's Falls and Tobin's Rapids, on the Saskatchewan River, mentioned in his memorandum.

The Committee submit the above recommendation for Your Excellency's approval.

Certified.

J. O. COTÉ, *Clerk Privy Council.*

Hon. the Minister of Public Works.

OTTAWA, 20th November, 1880.

SIR,—Referring to the correspondence had between yourself and this Department relative to the necessity for certain improvements being made in connection with the navigation of the River Saskatchewan and the Red River, and to the proposal of the Hudson Bay Company, to build during the coming winter, and place on those waters ways next season, two additional steamers, and construct, at their own cost, the piers required at the heads of Rocher Rouge and Demi-charge Rapids, on the Saskatchewan provided the Government will execute certain other works stated to be necessary.

I am directed by the Hon. the Minister to inform you that an Order of the Hon. the Privy Council has been issued, authorizing the expenditure, by this Department, of the sum of $2,000, to straighten and dredge to a proper depth the channel at the mouth of the Red River.

Authority has also been obtained for the preparation and submission to Parliament, at its next Session, of estimates for the construction of wing dams and the removal of boulders at Cole's Falls and Tobin's Rapids, in the Saskatchewan.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *Secretary.*

C. J. BRYDGES, Esq., Hudson Bay Company's Office, Montreal.

HUDSON BAY COMPANY, MONTREAL, 11th October, 1880.

MY DEAR MACDONALD,—I have been in correspondence, written and oral, with Mr. Langevin, about the Saskatchewan River. We threw our boats open this year, and have carried a considerable number of passengers and a large quantity of freight, both for the Indian Department and the public. But more is required, and especially in view of the speed of construction of the Pacific Railway. We are prepared to build this winter two additional steamers of large capacity, and have them ready for next season, if the Government will do what has already been practically promised, in the way of improving the navigation of the rivers. It will cost us about $100,000—one steamer for Lake Winnipeg and one for the main river. That would give us a fleet of five steamers, and enable us to put one on the south branch as soon as necessary, and give, what is now not possible, reasonable regularity of service, and full accommodation for the business, both for passengers and freight.

But we do not run the risk without the navigation is improved in the way Mr. Langevin knows all about.

The risk is too serious at present.

Mr. Langevin is, I believe, ready and anxious to do what is so clearly necessary and will be so abundantly useful, but says it needs action by the Council, which is the reason of my writing this letter to you.

Unless built this winter, the boats cannot be available for next season. Will you speak to Mr. Langevin about this, and let me know, so that we may contract without delay for the two steamers.

Yours very truly, C. J. BRYDGES.

Right Hon. Sir JOHN A. MACDONALD.

HUDSON BAY COMPANY, WINNIPEG, 2nd November, 1880.

MY DEAR MR. LANGEVIN,—I have been hoping to hear from you about the required improvements in the Saskatchewan River. The time has now arrived when contracts should be entered into for the river steamer, if she is to be ready for next year's work. The board of this company has instructed me to say to you that they are prepared to go on with this steamer at once, if you will undertake to do what is necessary to make the navigation reasonably safe, by the measures which have already been discussed between us. Will you therefore let me know, with as little delay as possible, as there is really no time to be lost?

As the dredging of the bar at the mouth of the Red River cannot be done until next summer, it is impossible, of course, to build a boat drawing 10 feet of water whilst there is barely 7 feet on the bar.

It is impossible, therefore, to do anything this winter, as to a second steamer for Lake Winnipeg. It is intended, therefore, to increase the capacity of the present steamer, by building at least one barge, which she will tow.

This plan is adopted successfully on Lake Superior, and will more than double the quantity of freight which the present steamer can take at each trip. She has power enough to handle two barges, if required.

When the bar is dredged and sufficient depth of water provided, the question of building another steamer will, of course, be carefully considered, should the growth of traffic prove to be more than the present steamer and attendant barges can handle.

But even with the present steamer, there is not sufficient water on the bar to enable her always to cross it fully loaded.

I have already explained to you the great expense which this company has incurred in the opening up of steamboat communication between here and Edmonton, and looking at the great risks which they have run, and are now running every year, it is not unreasonable to ask the Government to do what they are doing for so many other rivers, viz., improve the navigation of the Saskatchewan, which is of so much importance to the settling of that part of the country not to be served by the line of the Pacific Railway.

Pray write, and, if possible, wire me that the Government will provide in the next Estimates for this important matter.

Believe me yours very truly,

C. J. BRYDGES.

Hon. H. L. LANGEVIN, C.B., Ottawa.

OTTAWA, 22nd January, 1881.

SIR,—Under date 21st June, 1879, Mr. C. J. Brydges, Land Commissioner of the Hudson Bay Company, called attention to the condition of the River Saskatchewan up to Edmonton, to which point the steamers of his company now run. He states that this service is performed by three steamers, one plying between Lake Winnipeg and Grand Falls, which are impassable for vessels. Here the company has built a tramway about four miles in length, to overcome the falls, which involves the transhipment of both passengers and freight.

A second steamer runs from the head of the falls to Carleton House, while the third completes the journey to Fort Edmonton. Mr. Brydges further states that his company is prepared to place upon Lake Winnipeg and the Sasktchewan such steamboat accommodation as may be necessary for the proper development of the country through which the Saskatchewan runs; but to enable it to do this effectually, certain improvements are required, which, if carried out, will very materially improve the condition of the navigation.

Mr. Brydges refers, *first*, to the necessity of dredging the bar at the mouth of the Red River. This has formed the subject of a separate report submitted to you on 23rd December last (No. 10337).

Second.—The removal of boulders at the Rocher Rouge Rapid, up which steamers are now worked by means of warps attached to points on the shore.

Third.—The improvement of the Flying Post Rapids, Cedar Lake.

Fourth.—Tobin's Rapids, which are about 3 miles in length, and are the cause of much detention during low water.

Fifth.—Nepowewin Rapids.

Sixth.—Cole's Falls.

Seventh.—Rapide de La'hy.

At the last three mentioned places the channel is obstructed by boulders, and the steamer has to ascend with the assistance of warps.

Eighth.—Crooked Rapid.

Ninth.—The Demi-charge Rapid. At this place Mr. Brydges states a pier is required at the head of the rapids, to which to attach the warp to assist these steamers in their passage up. At present 2,200 yards of warp is required, and if a pier be built this length can be reduced to 1,700 yards.

Mr. Brydges places the cost of these improvements at $20,000.

In a letter dated 19th September, 1879, Mr. Brydges describes Cole's Falls as a very swift rapid, with a narrow channel, encumbered with rocks and boulders. He states improvements can very easily be effected by the construction of two wing dams, so as to increase the volume of water in the channel, and by the removal of a number of rocks which can be used in the construction of the dams.

Tobin's Rapids are very shallow, with very little water late in the season. Here he suggests wing dams should be constructed, and some rocks removed from the channel.

The Demi-charge Rapid is at the foot of a small lake and the current is extremely swift and strong. On the up passage the steamer has to be assisted by a rope about 1¼ miles in length, which has to be carried across the lake at the head of the rapids and fastened to trees on the shore, and it frequently takes a day for the steamer to warp itself up the rapids.

In his letter of the 4th October, 1880 (No. 8274), Mr. Brydges again reverts to the construction of the piers at the Rocher Rouge and Demi-charge Rapids, which he thinks would probably cost from $5,000 to $6,000 apiece, but he is unable to estimate

the cost of the wing dams and the removal of boulders at Cole's Falls and Tobin's Rapids.

On 11th October, 1880, Mr. Brydges, in replying to letter (No. 4032) from this Department, asking whether the Hudson Bay Company would build the piers at the Demi-charge and Rocher Rouge if the Government undertook the other improvements asked for by him, states that his company has already expended very considerable sums for the improvement of the navigation between Red River and Edmonton, at the head of navigation of the Saskatchewan; have also, at a considerable yearly expense, placed buoys to mark the tortuous channel at the mouth of the Red River; have built commodious wharves and warehouses near the mouth of the Saskatchewan, below the Grand Falls, and also higher up, after the rapids have been passed; and also a tramway, four miles in length, to overcome these rapids, which involves a yearly expense for maintenance and working, and although under the circumstances thus stated it would only seem reasonable that the Government should carry out the work for the improvement of the navigation of this river, yet, on behalf of his company he is prepared to say that, provided the Government will undertake, during the next year, to dredge a channel to a proper depth at the mouth of the Red River and to execute the works at Cole's Falls and Tobin's Rapids, his company will undertake the works required at the Demi-charge and Rocher Rouge.

Under date 15th October, 1880 (No. 3531), an Order in Council was passed directing that estimates be prepared for the execution of the works at Cole's Falls and Tobin's Rapids, and submitted to Parliament at its next (the present) Session.

As before stated, the works at these places consist in the building of wing dams and the removal of boulders from the channel; and, further than this, there is not any information to enable me to estimate the amount required for the execution of these works, and it will be absolutely necessary that a thorough examination be first made to determine the nature, position and extent of what is required for the improvement of the river at the points named, and their ultimate cost.

As works might be proceeded with before 30th June, 1882, I beg leave to recommend that the sum of $20,000 be placed in the estimates for 1881-82 towards their construction.

I have the honor to be, Sir, your obedient servant,

HENRY F. PERLEY, *Chief Engineer.*

F. H. Ennis, Esq., Secretary Department Public Works.

Ottawa, 9th March, 1881.

THE SASKATCHEWAN.

The distance from Lake Winnipeg to Edmonton by the river is, roughly, 850 miles.

Information relative to this river will be found in the report of the Department for 1880 (App., p. 65).

As it can only be navigated by boats of a light draught of water, it is inferred that there is not more than from 3 to 4 feet at the points most obstructed.

H. F. P.

Hudson Bay Company, Montreal, 10th January, 1882.

My Dear Sir Hector,—You never did anything about the improvements on the Saskatchewan River, for which a sum was put in last year's Estimates.

Additional steamers are being built this winter for that river, and there is every prospect of a large traffic between Edmonton and the forks of the Saskatchewan.

I was very much disappointed that nothing was done last year. I felt sure that you would have carried out your promised programme.

Yours very truly,

C. J. BRYDGES.

Sir H. L. Langevin, K.C.M.G.

CHIEF ENGINEER'S OFFICE, OTTAWA, 6th February, 1882.

SIR,—At the last Session of Parliament the sum of $20,000 was voted for expenditure on the improvement of the River Saskatchewan, for expenditure up to 30th June, 1882.

Although an engineer of the Department was detailed to examine and report upon this river, especially at Cole's Falls and Tobin's Rapids, he was, owing to his examination of Lake Manitoba occupying the whole of his time, unable to do so, and consequently not anything has been done towards the expenditure of the amount voted.

I therefore suggest that as the sum of $2,000 may be required before 30th June next, to cover the cost of an examination, the sum of $18,000 be carried forward as a revote, and $2,000 placed as a new vote, or a total of $20,000, in the Estimates for 1882-83.

I have the honor to be, Sir, your obedient servant,

HENRY F. PERLEY, *Chief Engineer.*

F. H. ENNIS, Esq., Secretary Department Public Works.

HUDSON BAY COMPANY, WINNIPEG, 21st February, 1882.

MY DEAR SIR HECTOR,—I have had some conversation with Mr. Perley about the improvements required in the Saskatchewan River, and the urgent necessity of the work being done without delay. There will be a considerable increase in the number of boats on that river during the present year, and every prospect of a continued increase for some years to come.

When the Pacific Railway reaches the south branch, it will give a further stimulus to steamboat operations on both branches of the river.

I do not quite see how a contract could be made for the necessary work. The surrounding circumstances would render such a course extremely difficult, if not impossible, at present. It has been suggested that the officers of this company, residing in the vicinity of the places where the work has to be done, and being in a position to deal with the sparse population in a way which no one else could do, might be able to take charge of the work and execute it. They know better than a stranger could what is wanted, and would utilise the labor to be found in a way that no one else probably could. We would not, of course, enter into a contract to do any particular work for a specified sum, but if you thought it desirable to place a certain sum at our disposal, we would endeavor to expend it in the most useful way, and in the most economical manner that the circumstances would permit.

Pray understand that we have no desire to incur the labor and responsibility of undertaking such a duty, but if you think it desirable to adopt any such course, we should be ready to aid your views to the best of our power.

Yours very truly,

C. J. BRYDGES.

Sir HECTOR LANGEVIN, C.B., Ottawa.

OTTAWA, 3rd March, 1882.

SIR,—With reference to the letters from the Hudson Bay Company *in re* improvements in the River Saskatchewan, I beg leave to recommend that the expenditure of the amount voted by Parliament be placed in the hands of that company, as they have, as stated in letter No. 21641, those in their employ who better know, than any others, where the improvements are most required, and have at their command both men, tools and materials for their execution.

I would suggest that the amount to be expended by this company be limited to $18,000, leaving $2,000 of the vote to cover the cost of inspection by an officer of this Department.

I have the honor to be, Sir, your obedient servant,

HENRY F. PERLEY, *Chief Engineer.*

F. H. ENNIS, Esq., Secretary Public Works Department.

OTTAWA, 11th March, 1882.

MEMORANDUM.—The undersigned has the honor to submit:

That in the Estimates for 1881-82 Parliament, at its last Session, voted the sum of $20,000 for the improvement of the Saskatchewan River.

That in view of the rapidly increasing traffic on that river, it is deemed advisable that the proposed works of improvement be proceeded with at once.

That in urging the early commencement of those works, the Hudson Bay Company have represented to the Government that at present it would be extremely difficulty, if not impossible, to have them executed by contract.

That the company suggest that its officers "residing in the vicinity of the places where the work has to be done, and being in a position to deal with the sparse population in a way which no one else could do, might be able to take charge of the work and execute it. They know better than a stranger could what is wanted, and would utilize the labor to be found in a way that no one else probably could."

The company does not offer to enter into a contract to do any particular work for a specified amount, but is willing, if a sum be placed at its disposal, to endeavor to expend it in the most useful way and in the most economical manner that the circumstances will permit.

That the company has at its command men, tools and materials for the execution of the proposed work.

The undersigned recommends that $18,000 of the grant mentioned be placed in the hands of the Hudson Bay Company, to be expended in improving the river—the balance of $2,000 to be retained to cover the cost of inspection by an officer of this Department.

Respectfully submitted.

H. L. LANGEVIN, *Minister of Public Works.*

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the* 14*th day of March,* 1882.

On a memorandum, dated 11th March, 1882, from the Minister of Public Works, submitting that in the Estimates for 1881-82 Parliament, at its last Session, voted the sum of $20,000 for the improvement of the River Saskatchewan.

That in view of the rapidly increasing traffic on that river, it is deemed advisable that the proposed works of improvement be proceeded with at once.

That in urging the early commencement of those works the Hudson Bay Company has represented to Government that at present it would be extremely difficult, if not impossible, to have them executed by contract.

That the company suggests that its officers, "residing in the vicinity of the places where the work has to be done, and being in a position to deal with the sparse population in a way which no one else could do, might be able to take charge of the work and execute it. They know better than a stranger could what is wanted, and would utilize the labor to be found in a way that no one else probably could."

The company does not offer to enter into a contract to do any particular work for a specified amount, but is willing, if a sum be placed at its disposal, to endeavor to expend it in the most useful way and in the most economical manner that the circumstances will permit.

That the company has at its command, men, tools and material for the execution of the proposed works.

The Minister therefore recommends that eighteen thousand dollars ($18,000) of the grant mentioned be placed in the hands of the Hudson Bay Company, to be expended in improving the river, such improvements to be first approved by an officer of his Department, appointed for the purpose; the balance of two thousand dollars ($2,000) to be retained to cover cost of supervision.

The Committee submit the above recommendation for Your Excellency's approval.

Certified.

J. O. COTÉ, *Clerk Privy Council.*

Hon. the Minister of Public Works.

OTTAWA, 27th July, 1882.

SIR,—Having reference to your letter of the 21st February last, respecting the improvements required on the Saskatchewan River, I am directed to inform you that in view of your suggestions in the matter the Hon. the Minister has obtained the authority of Council to place the sum of $18,000 in the hands of your company, for the purpose of improving that river at Tobin's Rapids and Cole's Falls, on the understanding that the company shall bear the cost of the improvements at the Demi-charge and the Rocher Rouge—such improvements to be first approved by an officer of this Department.

Mr. Thomas Guerin, C.E., has been appointed to the charge of the works to be done on this river, and he will be directed to call upon you immediately after his arrival at Winnipeg.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *Secretary*, per A. G.

C. J. BRYDGES, Esq., Land Commissioner, Hudson Bay Co., Winnipeg.

HUDSON BAY COMPANY, LAND DEPARTMENT,
WINNIPEG, 15th August, 1882.

SIR,—Your letter of the 27th ult. came duly to hand, and some little time afterwards Mr. T. Guerin, C.E., called upon me, and I discussed the matter fully with him. I explained to him that in consequence of no steps having been taken by the Government, in regard to dredging of the mouth of the Red River, and the removal of the obstructions at Cole's Falls and Tobin's Rapids, that this company had delayed taking any action in regard to the rapids at Rocher Rouge or the Demi-charge, until the Government were prepared to take action in the matter. I also explained to him that the rapid construction of the Canadian Pacific Railway was going to largely affect the question of steamboat navigation on the Saskatchewan River.

It is expected that the Canadian Pacific Railway will touch the South Saskatchewan early next year, and in time for navigation next season. In that case it is more than probable that the steamers on the river will entirely change the direction in which they will run.

There is no country available for settlement after leaving Grand Rapids, until the Pas is reached, and the great probability, therefore, is, that steamers will run to and from the crossing of the south branch of the Saskatchewan by way of the forks of the two rivers, and then up the main river to Edmonton, and down stream as far as the Pas and Cumberland House. If this proves to be the case, as I have no doubt it will, it will necessitate the removal of obstructions at Cole's Falls and Tobin's Rapids, but will render unnecessary any expenditure at Rocher Rouge or Demi-charge. Under these circumstances I thought it desirable to place you in possession of all the facts, for the information of the Minister, before taking any steps in the matter, and I shall therefore wait until I hear from you, before doing anything in the way of carrying out the Minister's wishes, as expressed in your letter.

I may add that the steamboat company in which the Hudson Bay Company holds a controlling interest has placed this year three additional steamers on the Saskatchewan River, and has now five steamers working on that river.

The growth of the trade appears to be so rapid that it will be necessary to provide additional steamers next season.

This will render the removal of the obstructions at Cole's Falls and Tobin's Rapids still more indispensable, and will ultimately require further work on the south branch of the Saskatchewan, as soon as the passage of two or three steamers along that river has demonstrated what will be required to make navigation upon it as perfect as possible.

I have the honor to be, Sir, your obedient servant,

C. J. BRYDGES, *Land Commissioner.*

F. H. ENNIS, Esq., Secretary Department of Public Works, Ottawa.

HUDSON BAY COMPANY, LAND DEPARTMENT,
WINNIPEG, 27th September, 1882.

SIR,—Referring to my letter of the 15th August, in reply to yours of the 27th July, with reference to the removal of obstructions in the Saskatchewan River, I now beg to say, it being apparent that the railway line will not reach the south branch of the Saskatchewan River this year, and that steamboat navigation on that river will be necessary.

We have determined to take measures to improve the navigation on the Demi-charge and Rocher Rouge, above Grand Rapids. We expect it will be necessary to use that portion of the river for the next two years, at any rate. We have therefore given the necessary instructions for the construction of a pier at the head of the Demi-charge Rapids, to be built during the coming winter, and to which will be attached a chain, to aid steamers going up the rapids. The necessary appliances, as may be most desirable, will also be put in at Rocher Rouge.

We are, therefore, now taking the necessary steps to carry out the arrangement that we some time ago proposed, and which was agreed to in your letter of 27th July. Under these circumstances, we are prepared, if the Minister desires, to carry out the arrangement suggested in your letter of the 27th July.

We have now five steamers on the Saskatchewan River plying between Grand Rapids and Edmonton, and these will all be fully at work on the opening of navigation next year. Four have been at work this season, and owing to the low water and existence of boulders at Cole's Falls and other places, have received considerable injury, which will be repaired during the coming winter.

I beg to make this explanation in addition to what I stated in my letter of the 15th August, and if the Minister desires it, I will be prepared to expend any sum of money in such a way as will best improve the navigation of the river.

There is no doubt that by reasonable expenditure the time during which navigation could be carried on may be extended for a period of one month, at least, beyond what has been possible this year.

Owing to the fall in the water and obstructions at various points, the steamers have not been able to carry half the quantity of freight or passengers that desire transport, and from the accounts we get, the quantity we shall get next year will be very much greater, so much so, that we are considering the propriety of building another steamer, to be ready for the spring.

I beg, therefore, now to say, that if it is the desire of the Minister to carry out what your letter suggested, we shall be ready to expend whatever money he places at our disposal in the way in which will be most advantageous to improve the navigation of the river.

To accomplish this it will be necessary to build barges this winter, and get them up early in the spring, and appliances put upon them for lifting boulders. The actual work of doing this latter can only be done when the water is low.

From the reports of the captains of the steamers on the river, we have received such correct information in regard to the most important obstructions that actual operations will be much facilitated, and the work can be carried on, from the information we have obtained, to great advantage.

I have the honor to be, Sir, your obedient servant,
C. J. BRYDGES, *Land Commissioner.*

F. H. ENNIS, Esq., Secretary Department Public Works, Ottawa.

11th October, 1884.

SIR,—I am directed to acknowledge the receipt of your letter of the 27th ultimo, referring to the removal of obstructions in the Saskatchewan River, and stating that your company has determined to take measures to improve the navigation of that stream, at the Demi-charge and Rocher Rouge, and is prepared to carry out the arrangement suggested in my letter of the 27th of July last, &c.

I have the honor to be, Sir, your obedient servant,
F. H. ENNIS, *Secretary.*

C. J. BRYDGES, Esq., Land Commissioner, H. B. Co., Winnipeg, Man.

CHIEF ENGINEER'S OFFICE, PUBLIC WORKS DEPARTMENT,
OTTAWA, 16th October, 1882.

SIR,—The Hudson Bay Company, through Mr. C. J. Brydges, in No. 26619, dated 15th August last, acknowledge the receipt of departmental letter No. 13716½, informing them that an Order in Council authorized the placing of the sum of $18,000 in their hands for expenditure in improving the navigation of the River Saskatchewan at Cole's Falls and Tobin's Rapids, provided the company undertook, at their expense, the improvements at Rocher Rouge and Demi-charge.

In this letter it is stated that as the construction of the Canadian Pacific Railway would affect the question of steamboat navigation of the Saskatchewan, any expenditure at Rocher Rouge and Demi-charge will not be required, but that improvements at Cole's Falls and Tobin's Rapids, together with certain works on the south branch, were required.

In a further letter of the 27th September, the company refer to their letter of the 15th August, and state that in view of the non-completion of the Canadian Pacific Railway they will keep their steamers plying on the Saskatchewan for two years, and will therefore proceed with improving the channel at Rocher Rouge and Demi-charge, and they ask that they be again instructed to carry out the improvements authorized by departmental letter of 27th July (No. 13716½).

Having had a conversation with Mr. Brydges relative to the improvement of this river and the work to be done by his company, I beg leave to recommend that authority be renewed for the expenditure of the amount previously named, viz., $18,000, by the Hudson Bay Company, with instructions to proceed at once to procure the plant necessary for a prosecution of the works during the winter, which is stated to be the proper time.

I have the honor to be, Sir, your obedient servant,

HENRY F. PERLEY, *Chief Engineer.*

Secretary Public Works Department.

OTTAWA, 6th October, 1882.

SIR,—With reference to my letter of the 27th July last, and your replies thereto, respectively, dated the 15th August and 27th September last, respecting the placing in the hands of your company of the sum of $18,000 for the purpose of improving the Saskatchewan River at Tobin's Rapids and Cole's Falls, on the understanding that your company will bear the costs of the improvements required at Demi-charge and Rocher Rouge, I am now directed to again authorize your company to expend the said sum of $18,000 for the execution of the works contemplated, in conformity with my said letter of 27th July, and to request that steps be taken at once to procure the plant necessary for the prosecution of the works during the winter, which is stated to be the proper time.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *Secretary.*

C. J. BRYDGES, Esq., Land Commissioner, H.B. Co., Winnipeg, Man.

HAMILTON, 30th October, 1882.

MY DEAR SIR,—I sailed down the Saskatchewan by the last steamer of this season from Edmonton to Grand Rapids, and as such vessels run during daylight only, I had an excellent opportunity of informing myself as to what was necessary for the better navigation of a river in which I had become somewhat interested, from the fact that I was convinced much good could be done in this respect at a trifling cost.

Besides discussing the matter fully with Captain Sheet and his pilot, Fable, during the downward trip, seeing I was delayed a fortnight at Grand Rapids I had there an opportunity to discuss the situation with Captains Webber and Russell, as also with Mr. McArthur, the manager of the Winnipeg and Western Transportation Company, and now enclose a report based upon the opinions of the captains and pilots confirmed

by Mr. McArthur, and endorsed by myself, as I firmly believe, if the work is done in the manner proposed, it will add at least 10 inches more available water for navigation from the cut-off to Edmonton, at a cost of not over $12,000 to $15,000.

I am authorized by Mr. McArthur to say that the company will, no doubt, not only give the use of the "Lily" at its working cost, but in every way co-operate with the Government in carrying out a scheme so much in the interests of the steamboat company and the public.

I send the manager of the Winnipeg and Western Transportation Company a copy of enclosed reports.

As regards the navigation from the cut off, I am afraid, if not altogether, at any rate, for a portion of each season, the original channel to Big Stone River, say 73 miles, must be abandoned, and the new channel *vid* Cumberland Lake adopted, which will be unfortunate, seeing this channel is not to be depended on and light draught steamers are wholly unsuitable and very dangerous for such lake navigation—the feasibility, at a reasonable cost, of closing up the Cumberland Lake channel, and throwing the whole stream into the original channel, must, however, be decided by engineering ability, as the river has already cut out the new channel to such an extent as may make the change a matter of serious expense and difficulty, even although all the necessary timber-willows and stone for the purpose are to be had of suitable size and quality in abundance on the spot.

Captain Russell gave me, from memory, a rough chart of the Cumberland Lake channel, which he had then of necessity thoroughly investigated. I will have it traced, and send you a copy.

I am yours truly,

JAMES TURNER.

Sir Hector Langevin, Minister Public Works.

NORTH SASKATCHEWAN—PRINCE ALBERT TO CUT-OFF.

The current in this division is very rapid and in some cases even dangerously so, and the boulders are larger than above Prince Albert. I would therefore suggest that instead of a scow the steamer "Lily" be employed on this service, as in addition to the advantage of self locomotion, she has a steam nigger and capstan, which would be of much service in the removal of the larger boulders. I would also suggest that dynamite be substituted for powder, otherwise what would be required for the prosecution of this work would be much the same as for that of the Edmonton and Prince Albert division.

Peter Smith, the pilot of the "Northcote," is suggested as being well qualified to take the same position as regards the working of this division that it is proposed Fable should take in the Edmonton and Prince Albert division.

Captain Sheet of the steamer "North-West;" Captain Webber, of the steamer "Northcote;" Captain Russell, of the steamer "Manitoba," are all well qualified to take the command of either division.

As I have already said, there is no necessity for a survey; each division could be organized and supervised in the interests of the Government at the respective starting points by such well known gentlemen as George A. Simpson, of Edmonton, and Col. Sproat, of Prince Albert, or by others similarly qualified, who may be equally well known to the Department.

JAMES TURNER.

The steamers to ply on the Saskatchewan are stern-wheelers, owned by the Winnipeg and Western Transportation Company, are now all above the Grand Rapids and ready for next season's traffic, being as follows:—

"Northwest," 200 feet in length, 33 feet beam and 18 inches draught.

"Northcote,"	154	do	28	do	30	do
"Manitoba,"	160	do	30	do	20	do
"Marquis,"	200	do	31	do	25	do
"Lily,"	100	do	24	do	15	do

Each 100 tons cargo increases draught by about 10 inches.

NORTH SASKATCHEWAN—PRINCE ALBERT TO THE CUT-OFF.

Rapids—Crooked	14	miles from	Prince Albert.
Old Wive's	19	do	do
Smith's wood yard	21	do	do
No name	22	do	do
Demi-charge	23	do	do
No name	24	do	do
do	25	do	do
Long Flat	25½	do	do
La Chute (Bad)	26½	do	do
No name	26¾	do	do
Big Stone	27¾	do	do
Hamilton	28¾	do	do
No name	29¾	do	do
Straight Shoot	30¾	do	do
Big Bend (very bad)	31¾	do	do
No name	32¾	do	do
The first of Cole's Falls, which is a continuous rapid, 17 miles in length, and ending at Forks	33¾ to 51	do	do
Fifteen miles below Cole's Falls (Bad)	66	do	do
Eighteen miles below Fort La Corne (Bad)	84	do	do
Arrow Shoot	87	do	do
Cadot's (Bad)	107	do	do
Upper Nepowin	112	do	do
Nepowin	114	do	do
Third Nepowin	116	do	do
Fourth do	118	do	do
Three Island	134	do	do
Tobin's, a chain of rapids, 5 miles in length	164 to 169	do	do

NORTH SASKATCHEWAN—EDMONTON TO PRINCE ALBERT.

There is a very strong current in some of the rapids of this division, but in no instance of sufficient stength to prevent the steamers, unassisted, surmounting them.

There is no rock, the bottom of the rapids being coarse gravel or rather small boulders, and although the channel does not change, there are in each some boulders of from 500 lbs. to 2,000 lbs., and probably a few even 3,000, which, if removed from a channel of, say 200 feet, would greatly assist navigation, besides increasing the available depth of the river by at least 10 inches, which means an increased carrying power of 100 tons freight per trip, and an additional trip per season for each steamer. To attain an object so desirable (as the expense of a survey party would be just so much money thrown away) allow me to suggest:

That a scow, 60 feet by 15 feet, with sleeping berths for crew, and shears attached to side, 6 inches by 8 inches, and 25 feet long, be built early next spring, at Edmonton, where the necessary planed timber can be had from the mills; all else, however, should be sent from Winnipeg by first steamer of next season, such as provisions for men, spikes, nails, chains, grappling-irons, two anchors of 250 lbs. each, crowbars, picks, irons for shears and levers, hammers, axes, blacksmith's forge, oakum, rigging, coil rope, 1¼-inch diameter, tar paint and drills, powder fuses to blast the few larger sized boulders; in fact, everything (timber excepted) necessary to properly build and equip a scow for such a purpose.

The scow should be in working order not later than the 15th August next, when river being low, a crew could be put on board at Edmonton, consisting of the captain and pilot of one of the steamers now on river, and eight Indians.

The pilot of this division should, I think, be Joseph Fable, of Fort Victoria, who has acted as York boat pilot on this portion of the river for the past 23 years, and took up the first steamer, and is now pilot of the steamer "Northcote," and considered the best on the river, and, I have no hesitation in saying is a worthy fellow, able to manage Indians, and deeply interested in making such an undertaking a complete success.

Thus equipped, the scow would float down the Saskatchewan from rapid to rapid, pick up and put the boulders on board, and drop them into the deep pools below, as the boulders should not be placed at the side of the river, seeing they would be liable to be carried off by the ice, and possibly turn up in a position unsuspected by the pilots.

In the more intricate, such as the Crooked Channel, I think guide boards to steer by should be put on the trees on shore.

NORTH SASKATCHEWAN—EDMONTON TO PRINCE ALBERT.

Rapids—Clover Bar	About	7	miles from	Edmonton
Point of Pea Rock	do	18	do	do
A mile below barracks	do	26	do	do
Sturgeon River	do	30	do	do
Vermillion	do	45	do	do
Sucker	do	50	do	do
Wasahaterow	do	57	do	do
Victoria	do	67	do	do
Graham's	do	71	do	do
Crooked (Bad)	do	86	do	do
Snakshill	do	89	do	do
Big Stone	do	91	do	do
Saddle Lake	do	94	do	do
Egg Lake	do	104	do	do
Dog Rump	do	114	do	do
No name	do	117	do	do
Wolf Pond	do	119	do	do
Moose Creek	do	123	do	do
No name	do	124½	do	do
1st Frog	do	130	do	do
2nd Frog	do	132	do	do
Shoal	do	157	do	do

Below Battleford there are but few boulders to be removed from the channel, and the shifting sand bars in that section, although detrimental to navigation, are fortunately surmountable, as their removal or even improvement, if not impossible, would, at any rate, cost much more than the anticipated traffic on river for many years to come would warrant.

JAMES TURNER.

HAMILTON, 4th November, 1882.

MY DEAR SIR,—I beg to hand herewith tracings of the cut-off of the Saskatchewan. The main river, in former years, turned off at A, and channel was *viâ* B D to C; it afterwards cut a passage from A to C, and five years ago it cut a channel from B to Sturgeon River, thus connecting the main river *viâ* Sturgeon River with Cumberland Lake.

The original channel is from C downwards, and that from D being the Cumberland Lake channel, which has been gradually deepening, to the serious detriment of the original one.

Captain Russell, on the last downward trip of the Steamer "Manitoba," this season, attempted to steam down the original channel, but after sailing about a mile and a-half found only 18 inches water, so returned, as per dotted line, and entered the Cumberland Lake channel at C, where he found over 8 feet, and although an intricate channel, sufficient of water for the "Manitoba" all the way to Cumberland Lake.

While I am strongly of opinion that the work, as suggested in mine of the 30th ult., should be proceeded with next season, seeing that, whatever are the railway developments, that portion of the river will continue to be navigated by a fleet of steamers; I am not so confident, however, that the river below the cut-off will continue to be so to so great an extent as now, seeing that there are below so many serious rapids to be overcome, and the land, from that point downwards, is, in many cases, an unlimited marsh, and almost valueless. Consequently, I would not feel justified in recommending any very large expenditure, although it is very desirable to save the original channel. If, however, the engineer should find that this could be done at trifling cost, it certainly would be in the interest of navigation and the safety of the travelling public to have it done next season. Also, failing in this, something should be done by closing up the entrance to the original channel and otherwise improving the Cumberland Lake channel.

I am, my dear Sir, yours truly,

JAMES TURNER.

Sir HECTOR LANGEVIN, Minister of Public Works, Ottawa.

OTTAWA, 18th November, 1882.

SIR,—I beg to acknowledge the receipt of your letters of the 30th October and 4th November, respectively, with reference to the improvement of the Saskatchewan, and enclosing a report and plan of the river from the "Cut-off" to Edmonton; and am directed to extend to you the thanks of the Hon. the Minister for the valuable information contained therein, and to assure you that the matter will have his best consideration.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *Secretary.*

JAMES TURNER, Esq., Hamilton, Ont.

HAMILTON, 20th November, 1882.

MY DEAR SIR,—I am in receipt of your favor of the 18th inst., and now beg to enclose letter of the 6th inst. from P. McArthur, manager of the Winnipeg and Western Transportation Company, which closes the case for the prosecution of the works proposed to be done for the improvement of the Saskatchewan.

There is no necessity for acknowledging receipt of same.

I am yours truly,

JAMES TURNER.

F. H. ENNIS, Esq., Secretary Department Public Works, Ottawa.

THE WINNIPEG AND WESTERN TRANSPORTATION COMPANY, LIMITED.
MANAGER'S OFFICE, WINNIPEG, MAN., 6th November, 1882.

DEAR SIR,—I have much pleasure in acknowledging receipt of your favor of the 31st ult., enclosing copy of a report to the Department of Public Works regarding the improvements required on the Saskatchewan River. I entirely agree with you as to the benefit this improvement would convey to steamboat owners and the public in general, and also concur as to the mode you propose for carrying out the work.

Should the Government see fit to act upon your suggestions at an early date, the extra depth of water thus obtained would enable us to carry freight cheaper, and we could allow considerably reduced rates, especially to such goods as seed, wheat, lumber and coals.

The importance of improving this great watercourse can best be understood by one who has travelled over it, as you have done, and I trust you will be successful in your efforts, for which you merit our best thanks.

Yours respectfully,

P. McARTHUR.

JAS. TURNER, Esq., Hamilton, Ont.

OTTAWA, 4th December, 1882.

SIR,—Owing to the rapid opening up of the North-West Territories, an immense amount of merchandise, provisions and Government stores are shipped westwards from Winnipeg to the most distant parts of the North-West Territories.

Those freights are carried over the Canadian Pacific Railway to the Qu'Appelle station, and from thence transported in carts for hundreds of miles across the prairies to the different settlements along the banks of the Saskatchewan River. All trains of carts have to reach their destination by crossing the South Saskatchewan.

It would greatly advance the public convenience if a free ferry was established at some point between the telegraph crossing and St. Laurent, on the South Saskatchewan River.

If the Government will undertake the cost of providing and fixing in position a strong wire rope on this stream, the people of St. Laurent will defray the cost of a large ferry boat, and its maintenance from year to year.

The great expense incurred by loss of time in crossing this river adds considerably to the rates of freights, and, further, creates a serious outlay on the incoming settlers, which expenditure they cannot easily afford.

With the assurance that the Government are prepared to do all that is reasonable and necessary to remove all obstacles that impede the movements of the struggling settler to reach his distant destination, I submit the subject matter of this letter for their favorable consideration.

I have the honor to be, Sir, your obedient servant,

L. CLARKE, *Member N. W. C.*

Sir HECTOR LANGEVIN, Minister of Public Works, Ottawa.

HUDSON BAY COMPANY, WINNIPEG, 29th January, 1883.

SIR,—Referring to your letter of the 6th October last, in regard to the expenditure of $18,000 for improving the Saskatchewan River, I beg to report that I found, upon careful investigation, that it was impossible to do the work during the winter, and I have therefore made arrangements for having the work done during the next summer.

I am now having built, at Prince Albert and Edmonton, a couple of barges, upon which lifting apparatus will be placed, and by these means the boulders in the worst places will be grappled with and taken down to deep water and dropped there. There seems to be no doubt that this plan is the cheapest and most effectual way of removing the obstructions. The weather in winter is too severe to render it possible for men to work out of doors.

Certain appliances will be necessary for the boats, and I find that there are now, belonging to the Government, at Fort Osborne, near Winnipeg, certain articles which were used for similar purposes, in the removal of similar obstructions in the St. James Rapid on the Assiniboine River.

I shall be obliged if you will send me an order to get possession of these various articles, which I will have transported to the Saskatchewan and used in the prosecution of the work entrusted to me.

Of course, when done with, I will see that they are properly returned to any place that you may designate. The getting possession of these articles will, of course, save a considerable sum in purchasing what would otherwise have to be obtained.

I have the honor to be, Sir, your obedient servant,

C. J. BRYDGES.

F. H. ENNIS, Esq., Secretary Dept. Public Works, Ottawa.

OTTAWA, 17th February, 1883.

SIR,—I beg to acknowledge the receipt of your letter of the 29th ult., respecting the expenditure of $18,000 for improving the Saskatchewan River, and giving the reason why the work could not be commenced this winter.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *Secretary.*

C. J. BRYDGES, Esq., Hudson Bay Company, Winnipeg, Man.

SIR,—We, the undersigned merchants of Prince Albert, N.W.T., beg leave respectfully to represent to you as follows:—

1. Prince Albert, a large and rapidly growing town, is situated at the middle distance between the source of the North Saskatchewan and its discharge into Lake Winnipeg, an extent of navigable water upwards of a thousand miles in length.

2. That the said river, though it has been navigated by steamers for several years, is yet entirely in a state of nature, and has never, until this moment, received any attention from the Dominion Government, in the shape of actual improvement, though several appropriations have been made by Parliament for that purpose.

3. That large agricultural and business communities are forming along the line of said river, Prince Albert being the most important of these; the town proper now comprising some 1,500 inhabitants, with a large surrounding settlement, into which immigrants are constantly pouring in ever-increasing numbers.

4. That the extent of the trade of the place may be estimated by the statement that numbers of us have imported into Prince Albert during the last year stocks of goods running up in value from twenty to fifty thousand dollars.

5. That last year three additional steamers were placed upon the river, thus making in all five steamers which will be ready during the coming season to navigate the North Saskatchewan, between Grand Rapids and Prince Albert, and between Prince Albert and Edmonton.

6. That the Saskatchewan being mainly fed by melting snow and glaciers in the Rocky Mountains, is marked by three distinct freshets—in early spring, in June and in August—when steamers have very little difficulty in ascending; but that these freshets are of short duration, and the river, at its normal stage of water, though quite deep enough for purposes of transport, were the channel improved, is yet so obstructed by boulders as to be almost useless; an evidence of which is seen in the result of last year's traffic, when owing to the three new steamers having only surmounted Grand Rapids at an advanced period in the season, they were practically useless, on account of the numerous boulders which obstructed the channel. In consequence, many of our merchants, and, in fact, all classes of the community who had ordered their supplies by steamer, have incurred heavy loss and inconvenience. A large portion of the supplies for Prince Albert, Battleford, Edmonton, and for the Indian Department, is now wintering at Cumberland, much of them perishable, and, therefore, likely to suffer great damage. This is an experience which, with the growing traffic, will be yearly repeated, unless some improvement is put upon the river, which is quite capable of improvement at a very moderate expense.

7. That we believe an expenditure of twenty thousand dollars will remove the worst obstructions, and enable steamers to ascend the river with their cargoes at the ordinary stage of water, and that there should be an appropriation to that extent made during the coming session of Parliament, and that instructions should issue immediately thereafter, or as soon as spring opens, to competent men to go on with the work.

8. That we think it is a public duty to improve the Saskatchewan (which is not an ordinary inland stream, but one of the great waterways of the continent), now that farming and commercial communities are forming everywhere along its banks, who suffer severely from the existing high rates of freight.

9. That we believe the rates of freight at present charged by steamer, should the improvements we urge be carried out, might be reduced at least forty dollars per ton

—a reduction which evinces at a glance how important to our farmers and settlers who depend upon the river for their supplies is its immediate improvement.

10. On behalf of the residents of this fertile district, now rapidly settling up, we beg leave most respectfully to urge upon your attention the necessity for a liberal appropriation at the coming session of the Dominion Parliament, in order to carry out the improvements we suggest—improvements which are not only highly necessary to the people of this country, but in the direct interest as well of the General Government.

Betts E. Gwymer,
J. O. Davis & Co.,
J. C. Mackenzie,
Thos. O. Davis,
J. M. Campbell,
J. Mack & Co.,
Jas. Sinclair,
G. T. Brown,
T. J. Apnud,
H. J. Porter, M.D.,
J. R. McPhail,
R. B. Way,
T. A. Campbell,
A. L. Ashdown,
Geo. D. Northgroves,
Walters & Baker,
J. D. Lanagan,
Jackson & Jackson,
T. E. Jackson.

Hon. the Minister of Public Works, Ottawa.

OTTAWA, 24th March, 1883.

GENTLEMEN,—I have the honor to acknowledge the receipt of your letter of the 17th ultimo, asking for a grant to improve the Saskatchewan River.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *Secretary.*

Messrs. BETTS E. GWYMER, T. O. DAVIS & Co., and others,
Care of Mr. BETTS E. GWYMER, Prince Albert, N.W.T.

HUDSON BAY COMPANY, WINNIPEG, 4th May, 1883.

SIR,—Referring to the authority which has been given to me to proceed with the removal of boulders, &c., in order to improve the navigation of the Saskatchewan River, I have now to report that I have completed the necessary arrangements for having as much work as possible done during the coming season.

I have engaged a competent man, who has had very considerable experience in similar works, both in the Mississippi and Missouri Rivers, to proceed to the Saskatchewan River and to get the work executed in a proper and workmanlike manner.

During the winter I sent directions to Edmonton and Prince Albert to get out the necessary quantity of timber for the construction of two boats, which will be used in the work. That timber is now on the ground, ready to be put together by the person I am sending from here. I have also made the necessary purchases of the material that will be required to carry on the work. It will be absolutely necessary to take everything in the shape of material from here, as the work has to be performed in places entirely remote from any population, and where, of course, therefore, nothing can be procured.

The list of articles has been gone over with very great care, and nothing has been purchased which will not be absolutely required.

As the work is to be done so far from civilization, and where no facilities exist for repairs, it has been necessary to have everything of the very best material, so as not to delay the work from breakages of the material used. Whilst, therefore, every attention has been paid to our having the articles of first rate quality, every effort has been made to keep the cost within the smallest possible limits.

The man I have employed is taking five or six men accustomed to this kind of work with him, and the rest of the laborers will be Indians, who can be obtained at a moderate rate of wages through the officers of the Hudson Bay Company at the nearest posts.

I now enclose you accounts as follows, for which I shall be glad to have funds—the parties being anxious to obtain the amount of the accounts.

I have, in order to facilitate operations, paid a portion of these accounts, having advanced the money for that purpose.

The accounts are in duplicate, and are as follows:—

Germain & Co., hardware of various kinds, including stoves and materials for feeding the men employed.	$732 79
Vulcan iron works, for materials required in working the boats and lifting the boulders out of the river...	968 69
Hudson Bay Company, for blankets.....	308 00
Hope & Bromley, for tents.....	104 50
Jos. Dutton, 1 second hand level.....	65 00
	$2,178 98

I have certified to the accounts being correct, and that the goods have been received.

They are now in course of transport from Winnipeg to the Saskatchewan River. I have arranged with the steamboat owners on Lake Winnipeg to carry these materials to Grand Rapids at a largely reduced rate of freight, and I have also arranged with the owners of the steamers from Grand Rapids to Edmonton to carry all the freight and the men over the Saskatchewan River free of any charge. This, of course, will materially reduce the outlay, as transportation charges on the river are extremely high.

The party I have sent up in charge of this work is quite capable of making a careful examination of the river in different places, and it is for this purpose that I have supplied him with a theodolite. He will bring back, when he returns from the season's work, very valuable information, indeed, in regard to what is necessary to be done to put the navigation of the river in a satisfactory condition.

I do not anticipate the outlay including the accounts now inclosed; the wages paid during the season and the feeding of the men will exceed, if it will reach, a total of $15,000.

I have no doubt a great improvement will be made at many places, although no doubt the thorough examination of the river which will be made will show that a considerably larger sum will be required next year, in order to do all that is necessary.

The work this year will be confined to Cole's Falls, which is west of the junction of the main branch of the river with the South Saskatchewan, and the removal of boulders at various points between Cole's Falls and Edmonton.

No expenditure at present will be incurred, nor without further authority, on this side of the forks of the Saskatchewan.

As I shall have to pay some of the men who are going up a portion of their wages, which they will leave with their families whilst they are absent, and there will be some accounts to pay for other things, I should be glad if you would let me have a credit in one of the banks here for the sum of five thousand dollars ($5,000), out of which I could pay the enclosed accounts, and any further advances that may require to be made.

I shall probably not require more than that amount of money until the end of the season, when the men return.

I have the honor to be, Sir, your obedient servant,

C. J. BRYDGES.

F. H. Ennis, Esq., Secretary Department Public Works, Ottawa.

Ottawa, 22nd May, 1883.

Sir,—Having reference to your letter of the 4th inst., *re* Saskatchewan River works, I beg to return to you the enclosed accounts, to be paid from the cheque of

$5,000, mailed to your address on the 19th inst., also blank forms of "Pay List," "Return of Account" and "Summary," for future use.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *Secretary.*

C. J. BRYDGES, Esq., Hudson Bay Company's Office, Winnipeg, Man.

WINNIPEG, 7th September, 1883.

SIR,—The accounts for the work which is in progress in removing obstructions in the north branch of the Saskatchewan River, are now beginning to come in, and the money which I have already received is about exhausted.

I shall therefore be obliged if you will forward me a credit for a further sum of $10,000, which I hope will be sufficient to complete the work now going on for the present year.

I have the honor to be, Sir, your obedient servant,

C. J. BRYDGES.

F. H. ENNIS, Esq., Secretary Department Public Works, Ottawa.

WINNIPEG, 26th December, 1883.

SIR,—I now beg to report upon the work which has been done during the present year in the improvement of the Saskatchewan River.

I enclose herewith, in duplicate, statements showing the total expenditure which has been made on account of the vote of $18,000 authorized by Parliament to be expended on this work.

The total amount of payments that I have made out of the $15,000 which was placed at my credit has been $14,996.57.

The details of this amount will be found in the accompanying documents.

The vouchers for $2,178.98 were forwarded to the Department on the 26th May, and the other vouchers are enclosed herewith. They have been signed by Mr. E. A. Burbank, who was employed to take charge of the work, and have been countersigned by myself.

I enclose also a report dated 19th December, made to me by Mr. Burbank, showing the work which was done during the season.

I also enclose a sketch of the river from Edmonton to the forks of the Saskatchewan, which will give a general idea of the obstructions which require to be removed, and which also shows, colored green, the work which has been done, which consists of the removal of boulders and rocks.

The portions colored yellow show the work still required to be done in the removal of sand bars, and the portions colored red what still requires to be done in removing boulders and rocks.

The enclosed tracing is not, of course, from an actual instrumental survey, and is not, therefore, to be regarded as a strictly accurate representation of the width of the river at the different points.

It is, however, a very correct approximation of the facts, and quite sufficient, as regards the information necessary to enable future work to be carried on.

The work could not be begun until the ice left Lake Winnipeg, and allowed the men and materials which had been got ready here to be taken across the lake and up the river by the steamers.

Owing to the late opening of navigation on Lake Winnipeg, the party did not leave here until 18th June. The party consisted of 14 men, with an outfit to enable two boats to be worked.

This outfit consisted of derricks, clamps for lifting stones, winches, a supply of boring tools, blasting powder, and a variety of things necessary to enable work to be carried on. Everything, excepting provisions, had to be taken from here, owing to the impossibility of getting it in any reasonable proximity to the river.

The party was divided into two—one proceeding to Edmonton, where a boat was constructed, and one remaining at Prince Albert, where another boat was built for use at Cole's Falls.

Both boats were got to work in about ten days after the men arrived, at each place, and work was continued on the river up to the 5th of November, when it had to be stopped on account of the ice in the river.

The boat that was built at Edmonton commenced work some little distance below there, and removed boulders which impeded the navigation. This work was done east of Edmonton at ten different points, until it was stopped by ice.

The boat which was constructed at Prince Albert was occupied almost wholly in the removal of the obstructions at Cole's Falls, one of the worst places in the river. Work was done at Cole's Falls in several different places, and a greater part of the length of the falls was very materially improved.

A very large number of boulders in all have been taken out. Some were lifted bodily out of the river and deposited in deep water, but many, which were too large to be handled, had holes drilled in them, were blasted to pieces, and the different portions removed.

The red marks on the plan show, as I have said, where work requires to be done in the further removal of boulders ; and it will be necessary, at some places where the channel of the river is divided by islands, and the depth of water consequently materially reduced, to concentrate the channel into one place, and thus give the necessary amount of water for purposes of navigation.

It is proposed to construct wing dams in places where there are sand bars, by driving piles, which can be obtained on the banks of the river, about 3 feet from centre to centre, in the positions shown on the plan.

They will then be cut off below the surface of the water, and in a very short time the sand will so silt around these piles as to make a natural barrier, and thus throw the water in the direction of the required channel.

There are a good many places between the two points where the rock boulders are found to exist, where the river is very much obstructed by sand bars and by shallow water, where islands exist, and where the water is spread over a wider surface.

Some of these bars will have to be removed by dredging.

There is no doubt that by the removal of the boulders shown on the plan, by the construction of the wing dams, which are also shown, and by proper work in that portion of the river where the bars of sand and gravel exist, that a very vast improvement can be made in the river, and that it can be made navigable for the class of boats which are used for navigating it for a considerable portion of the season of navigation.

The river, as you are probably aware, is fed from the Rocky Mountains, and the rise and fall of the river is caused by the melting of the snow in the mountains during the warm weather, and its freezing up during the winter and in cold weather.

There has been known, at Edmonton, a rise and fall of 2½ feet in 24 hours, arising either from a very warm day, melting a very large quantity of snow, and thus raising the waters, or a fall of equal magnitude, consequent upon a cold spell, which has bound up the snow and ice, and prevented its running off, in the shape of water, into the river.

The boats which are now navigating that river draw from 15 to 24 inches, and Mr. Burbank, who has been over the whole of the river several times, and made careful examinations, as is shown by the chart which he has prepared, is of opinion that by proper arrangements and a reasonable amount of work the river can be made navigable for a period of at least six weeks longer in the fall of the year than has been possible heretofore.

The obstructions to navigation are confined to the places where either boulders block the channel or sand bars exist, and by the removal of those obstructions the water at each point will be so deepened as to allow of steamers continuing their work for from six weeks to two months longer than they can do at present.

The performing of this work properly will require better appliances than have been in use during this year. The work done this year has been, of course, largely experimental, and although a very considerable amount of good has been done in the places were work was being carried on, advantage has been taken of the knowledge acquired during this year to ascertain, with very considerable accuracy, what is required to be done in future, and a reasonable estimate made of the cost.

The two boats which were at work this year required very considerable expenditure to remove them from place to place, and from their size and the smallness of the appliances upon them, they can only do a comparatively small amount of work.

They can be advantageously used—one at Cole's Falls, in completing the removal of boulders at that spot, and the other in doing certain work at places this side of Edmonton, where only a few days' work is required at each place.

But to deal with the whole question in a satisfactory manner it will require to have a boat specially built for that purpose, and with appliances upon it which will enable rocks and boulders to be removed, or blasted, piles to be driven for the construction of wing dams, and dredging to be executed for deepening the water where sand bars exist.

Such a boat can be built on the river with timber taken for that purpose by the Canadian Pacific Railway to Medicine Hat, and floated down to the point where the boat will be built on barges at high water.

The machinery for such a boat can be obtained by the purchase of the machinery of a boat which was lost this year in an attempt to navigate the south branch as far as Medicine Hat.

The steamer reached there in safety, although the water was low; but having to remain waiting for cargo for two or three weeks, the water fell so low that the steamer was wrecked by striking a rock about 40 miles north of Medicine Hat, and became a total wreck.

The machinery was taken out after and placed upon the bank, out of harm's way, and can now be purchased for the sum of $2,000.

The machinery and boilers are in very good order.

They were made in England and brought out to this country and put into a boat called the "Lily." The purchase of new machinery of the same character would cost a very much larger amount, and in addition there would be the cost of transporting it from the place of manufacture to the north branch of the Saskatchewan. A boat such as is required would be about 130 feet long by about 27 feet beam; would be constructed almost flat-bottomed, so as to draw as little water as possible; and would be provided with different kinds of apparatus to do the various works required.

Its cost, including the machinery, at the price which I have mentioned, would, with all the appliances required, be about $15,000.

Such a boat, if ordered forthwith, could be got ready as soon as navigation opened in the spring, and would allow of work being carried on for at least five months; but if such a boat is to be built she will have to be ordered within a short time so as to get the timber out during the winter, and have all the preparations made for putting it together as soon as it can reach the river.

The time that it would take such a boat to complete the works mentioned in the enclosed report, and as designated on the enclosed plan of the river, would occupy not less than three years.

But if the work was undertaken with a determination to have it completed in a manner such as I have described, it could all be done in three years, improving, of course, the condition of the river every year, and making it, at the end of three years, a river equal to any western river on this continent for purposes of navigation.

The cost of working such a boat, including wages, board and every other expenditure, would be about $10,000 each season. The two boats which are now in existence, with their appliances upon them, would cost from $6,000 to $10,000, to be worked at places where they could be made readily available for the next two years.

For an outlay, therefore, of something less than $60,000, by adopting the plan which I have suggested, it will be possible to make the improvements in the river which I have described.

Unless the whole of next season is to be lost, except in so far as the two existing boats can be worked, it will be necessary to give orders, without much delay, for the construction of the boat; and, as I have said, if she is put in hand without much delay, she can be got ready for use during the whole of next season, and in three years all the work necessary to be done completed.

It would be extremely difficult to make a contract for this work. There is nobody, of course, who knows what is required, except the man who has been at work during this season, and the most desirable plan could be, if the Minister decides to carry on the work, to employ the same man, so as to utilize the knowledge which he has acquired, and make him superintendent of the work to be carried on.

It would be impossible to lay out, in any definite shape, what would have to be done, so as to make a reasonable contract. The works will have to be done where, by the experience from day to day, it is found necessary to deal with sand bars and the removal of boulders, and it would be absolutely impossible to specify, with any definiteness, what this particular work would be.

As I have said, the only possible plan is to do it under a superintendent, who will, of course, of necessity, have considerable latitude as to what he has to do. I see no help, however, but to adopt this plan, except at an expense which would be very great, of making a thorough engineering survey of the river. If that were done it would occupy considerable time, during which the work would have to be in suspense, and it is extremely doubtful if any engineer sent up for the purpose of examining the river would have the same practical knowledge as the man who has been working there last season, and who has thus acquired very considerable knowledge and information.

I may say that I selected Mr. Burbank because he has been engaged in executing similar works upon both the Missouri and Mississippi Rivers. He is quite competent to undertake this work; and I should advise, if the Minister decides to proceed with it, that he be employed as superintendent.

I shall be glad to know, at as early a date as possible, what the Minister wishes to be done, because, as I have said, if any practical work is to be done next year there is no time to be lost in making the necessary preparations for the construction of the steamer which will have to do the work.

I have the honor to be, Sir, your obedient servant,

C. J. BRYDGES.

F. H. Ennis, Esq., Secretary Department Public Works, Ottawa.

Winnipeg, 19th December, 1883.

Sir,—I now beg to report upon the work of improving the navigation of the Saskatchewan River, which I undertook, under your directions, last summer. Attached to this report is a tracing showing portions of the river where work has been done.

I was unable to leave Winnipeg before 18th June, owing to ice in Lake Winnipeg. I took with me 14 men, including carpenters, blacksmiths, laborers, &c., together with such outfit as was thought to be necessary, and arrived at Prince Albert on 2nd July.

I divided my party into two—one portion leaving for Edmonton, to commence work there, and the balance being left to work at Cole's Falls.

Commenced building a barge at Prince Albert and at Edmonton immediately on arrival at those places. This occupied about ten days. These are simply flat-bottomed scows, strongly built; dimensions, 12 feet by 50 feet. They were rigged for hoisting boulders, with a tripod on the bow and hand winch.

The Edmonton boat proceeded to Point à Pic Rock and Rapid, about 18 miles below Edmonton. Blasted and removed one large boulder.

At a point about 6 miles below Sturgeon River, a large boulder removed by blasting and several smaller ones also taken out.

About 7 miles above Vermilion River, at island No. 3, shown on the tracing as Wheeler's Island, removed about 400 boulders of various sizes, a considerable number very large, and had to be blasted. The channel at this point was widened to 60 feet and deepened to 22 inches at low summer level.

Just below the mouth of Vermilion River a large number of rocks were taken out and deposited near island No. 4, as shown on the plan, opening up at this point a good and permanent channel.

At Sucker Rapids, above island No. 7, removed three very large boulders by blasting, making a good channel.

At Washetrow Rapids, removed two boulders of between two and three tons.

At Victoria Rapids a large amount of work had to be done.

It was found desirable to change the channel from the one originally used. The old channel was considered a point of great danger to steamboats.

The new channel is 33 inches deep at a very low stage of the water, and will be found perfectly satisfactory and easy of navigation, and is also easy to be seen by steamboat officers. It was necessary to remove about 400 boulders, ranging from 500 pounds to five tons.

At a point about 3 miles below Victoria Rapids, two very large boulders, lying directly in the channel, were removed by blasting, making a good and permanent channel.

About 6 miles further down, removed two large boulders by blasting, in a sharp bend of the river, with a strong current, making the channel satisfactory.

Rather less than 2 miles further down, three large boulders were removed by blasting at another sharp bend of the river, where the current is also strong. The channel is now good.

The next point is Grahame's Rapids, about half a mile below the last place. This rapid may be said to have been paved with boulders for its entire length, about two-thirds of a mile. At this time (about 27th October) the water had reached its lowest stage.

I found, by sounding the rapid, as was done in all cases, a desirable place for the passage of boats, excepting about 50 feet at the lower end, which I found to be obstructed by a solid wall of heavy boulders, after which the water becomes quite deep.

These boulders were removed and taken into the deep water, making a good channel the whole length of the rapid.

The season had become so far advanced that it was found necessary to discontinue operations, and the scow was hauled out and laid up on the 5th November, at a point about half a mile below Grahame's Rapids.

As regards the party at Prince Albert, they commenced work at Cole's Falls, about 14 miles below Prince Albert. They are a series of rapids, extending about 17 miles further down the river, to its junction with the South Saskatchewan River.

At rapids No. 1, as shown on the plan, no work was required.

At rapids No. 2 two large boulders were removed by blasting, making a very good channel.

At the head of rapids No. 3 a large boulder was removed by blasting, and several smaller ones were taken into deep water, making a good channel at this point.

At rapids No. 4 four large boulders were removed by blasting, and also a considerable number of smaller ones, making a good channel.

At rapids No. 5 no work was required.

At No. 6 five boulders were removed, making a good channel.

At Nos. 7 and 8 nothing was required.

At No. 9 eight boulders were removed, four of them by blasting.

At 10 and 11 nothing was required.

No. 12 had four large boulders taken out by blasting.

No. 13 two boulders removed by blasting.

No. 14 three boulders removed by blasting.

No. 15 two boulders removed by blasting.

From 15 to 16 the current is very strong, and three boulders, half way between them, had to be blasted.

The boat built at Prince Albert was taken out and laid up for the season at this point, between rapids Nos. 15 and 16, as shown on the plan.

In regard to what has been done, I would point out that the result of my observation has been that the action of the current at high water is likely to improve the work done this season.

The foregoing is a statement of the work that has been accomplished during the passed summer.

I will now proceed to state what, in my opinion, still requires to be done to complete the work, in so far as the removal of boulders is concerned, and also as regards the construction of wing dams.

By referring to the plan at Pointe à Pic Rock, which is the first point below Edmonton requiring to be improved, at island No. 1 the course of the channel was changed from the south side of the island to the north, as marked "——→" on the plan.

This would be materially improved by building a small wing dam in the position shown on the plan, directing the passage of the water to the north of the island.

At islands Nos. 5 and 6 a wing dam is shown to be required. This could increase the volume of water north of these islands, making a very good channel. The bottom of the river is coarse gravel, and would require to be dredged from the mouth of Vermilion River to the north point of island No. 5, about 1,500 feet.

At Sucker Rapids (island No. 7) a small wing dam, as shown on the plan, would materially improve the channel.

At Washetrow Rapids a considerable amount of gravel requires to be removed by dredging.

About one mile below Victoria Rapids the channel was changed to the north side of the gravel bar, as shown on the plan. This would required a wing dam in the position shown, to wash a portion of this gravel bar away, which would make the channel very good.

Before reaching island No. 9 operations were discontinued for the season, as far as regards the Edmonton boat.

At island No. 9 the south side of the island would require to be entirely closed with a dam, throwing all the water to the north side, making this a good channel.

This improvement is very much required, as this point is very difficult to navigate.

At Crooked Rapids the channel is very difficult to navigate, and would require a wing dam, as shown on the tracing, to throw the water to the south side of the river. This would obviate the removal of a large number of boulders, and would be less expensive than removing the boulders.

At Snake Hill Rapids some boulders require to be removed—about three days' work of a gang.

At Big Stone Rapids—eight to ten days' work removing boulders.

The same as regards Egg Lake Rapids.

At island No. 15 a wing dam is required, as shown, to divert the course of the river to the north of the island.

At Dog Rump Rapids a small amount of work is required, removing boulders; also at a small rapid just below it.

At island No. 17 there is a small rapid on the south side of the island. By placing a wing dam at the head of the rapids, as shown on the plan, these rapids will be closed and the channel diverted to the north side of the island, which would materially improve this point.

At Wolf Pond Rapids some boulders require to be removed.

At Moose Creek rapids a wing dam, as shown, would throw the water to the south of island No. 20, making a good channel. This would save considerable work in removing boulders on the north side.

At First Frog Rapids some boulders require to be removed, and also a large number at Second Frog Rapids.

The next point is islands Nos. 26 and 27 (three islands)—the points marked "S" are sand bars. A wing dam, as shown, would require to be built, which would wash out a portion of the sand bars at the head of island No. 26, and also at the foot of island No. 27.

There is no danger to navigation, from boulders, below this point, until Cole's Falls are reached, about 400 miles; but by referring to the tracing it will be seen that a large amount of work requires to be done in concentrating the channel amongst the different sand bars. It is impossible to make a good channel in one season, because the action of the water, from season to season, will change the position of the sand, and the result of one season's work would be a guide as to what ought to be done the following season.

In my opinion the work would require to be spread over three seasons more, in order to make the river a good and navigable stream.

At Cole's Falls, from the head of the falls to the point where the boat is laid up, as shown on the plan, no further work is required.

At rapids Nos. 16 and 17, below this point, a considerable number of boulders require to be removed. No. 16 will require about five days' work of a gang. No. 17 is very bad, and will require from 15 to 20 days' work.

Rapid No. 18 will require 6 to 8 days' work; No. 19, from 3 to 5 days, and No. 20 about 8 days' work, removing boulders.

This would complete the work requiring to be done at Cole's Falls.

In my opinion, the difficulties of navigating the Saskatchewan River have been very much exaggerated.

I find from examination, and taking the elevation of the various rapids, that the rapidity of the current is not nearly so great as has been represented.

The danger and difficulty to navigation from boulders and sand bars have been more serious, but there is nothing which, in my opinion, cannot be easily remedied.

Your obedient servant,

E. A. BURBANK, *Superintendent.*

C. J. BRYDGES, Esq., Winnipeg.

OTTAWA, 9th January, 1883.

SIR,—I beg to acknowledge the receipt of your communication of the 26th December, having reference to work done in connection with the improvements on the Saskatchewan River, and enclosing statements and vouchers of expenditure, amounting to $14,996.57.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *Secretary.*

C. J. BRYDGES, Esq., Winnipeg, Man.

HUDSON BAY COMPANY, LAND DEPARTMENT,
WINNIPEG, 25th February, 1884.

MY DEAR SIR HECTOR,—When I was in Ottawa I saw you upon the subject of the improvements on the Saskatchewan River, and I think you intimated that you would probably ask your colleagues to vote the sum of ten thousand dollars ($10,000) for expenditure this year.

I have gone into that matter since I returned, and find for the sum of $10,000 the removal of all rocks between the forks of the Saskatchewan and Edmonton could be completed, and also the removal of the obstructions on the south branch, consisting of a ledge of rocks 4 miles above the forks. This sum of $10,000 will also enable all the islands to be numbered, but of course would not do anything in the direction of building wing-walls or improving navigation at those places which are obstructed by sand bars.

The removal of rocks in the rapids would be of great benefit. Some of the rapids were only half done, and in these cases the work is not satisfactory, a portion of the water being deep and the balance left with rocks in it.

If you can get the $10,000 voted this year it will complete an important work, and be a very great help to navigation of the Saskatchewan River.

Yours faithfully,

C. J. BRYDGES.

Sir HECTOR LANGEVIN, &c., &c., &c., Ottawa.

OTTAWA, 7th March, 1884.

SIR,—I have the honor to acknowledge the receipt of your letter of the 25th ult., asking for an appropriation of $10,000 this year to continue the improvements of navigation of the Saskatchewan River.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS.

C. J. BRYDGES, Hudson Bay Company, Winnipeg, Man.

CHEIF ENGINEER'S OFFICE, OTTAWA, 9th May, 1884.

SIR,—I have to ask that the sum of four thousand dollars ($4,000) be placed to the credit of Mr. C. J. Brydges in the Bank of Montreal, Winnipeg, to enable him to defray expenses in connection with the improvement of the River Saskatchewan, said amount to be taken from the appropriation "River Saskatchewan," 1883-84.

I am, Sir, your obedient servant,

HENRY F. PERLEY, *Chief Engineer.*

F. H. ENNIS, Esq., Secretary Public Works Department.

OTTAWA, 14th October, 1884.

From Winnipeg, Man.

"Be good enough to forward cheque for six thousand dollars on account of Saskatchewan River improvements account, now overdrawn at bank, and work will soon finish.

"C. J. BRYDGES."

To F. H. ENNIS, Esq., Secretary Public Works Department.

OTTAWA, 16th October, 1884.

Certificate for six thousand dollars issued in your favor to meet expenses for improvements connected with Saskatchewan River, but Auditor-General absolutely refuses to pay the amount before satisfactory vouchers shall have been furnished by you for previous payments.

F. H. ENNIS.

C. J. BRYDGES, Esq., Winnipeg, Man.

OTTAWA, 16th October, 1884.

DEAR SIR,—The Auditor-General directs me to request you to forward vouchers for the previous payments to Mr. C. J. Brydges, on account of Saskatchewan River, before passing your present application (505).

I am, yours truly,

J. H. P. GIBSON.

O. DIONNE, Esq., Accountant Public Works Department.

MONTREAL, 20th October, 1884.

SIR,—Your message about the payment of $6,000 on account of the sum voted for improvements in the Saskatchewan River has been repeated to me from Winnipeg.

It is impossible to give vouchers and accounts till the work is completed. Several gangs of men are at work at different points on the river. Not one of them is within two or three hundred miles of a post office. There are no roads to where they are working, and it will not be till they come out at the end of the season that it will be possible to get in the accounts and vouchers. The skilled workmen were sent out from Winnipeg, and I have been paying their families monthly, to be deducted from the wages sheets when time is returned. A number of Indians are being employed as workmen, and it can be readily understood what sort of vouchers can be got from them. Supplies of food have to be procured as best they can, and paid for as obtained.

It would take from six to seven weeks to send out to these different parties, at a great cost, to get any partial returns of what they have done. It can only be arranged when the parties come out of the wilderness they are now in.

I undertook this work at the request of the Minister, to secure some improvement in one of the great natural highways of the North-West.

I shall have completed a great improvement by the end of this season, at a cost of less then $30,000. If the work had been let by contract it would have taken a very large sum for preliminary surveys on which to base a contract, and no contractor would have looked at the work except at a great price beyond cost, owing to the inaccessibility of the location and the absence of reasonable means of communication.

I have had to advance money myself to keep the work going, and as I undertook the work at the request of the Minister, with a view of saving the public money, it is rather hard to be told that funds are to be withheld until vouchers are produced, which, in the nature of the case, can only be obtained after the whole work is completed and the cash paid.

I can only regret that I ever undertook the work, which I only did to oblige the Minister, at his request.

P.S.—I shall be here till Friday.

I am, Sir, your obedient servant,

C. J. BRYDGES.

F. H. Ennis, Esq., Secretary Department of Public Works, Ottawa.

Ottawa, 27th October, 1884.

Sir,—I beg to acknowledge the receipt of your note of the 16th inst., giving reasons why you refuse to pay the $6,000 applied for in favor of Mr. Brydges, for improvements on Saskatchewan River; and to state that Mr. Brydges, on being informed of this refusal, sent a letter, of which I enclose a copy, giving reasons why he cannot now furnish the vouchers for previous payments.

The Hon. the Minister approves the reasons given by Mr. Brydges.

I have, &c.,

F. H. ENNIS.

J. L. McDougall, Esq., Auditor-General, Ottawa.

Ottawa, 29th October, 1884.

Sir,—Having reference to your letter of the 20th inst., acknowledging the receipt of the telegram of this Department, dated 15th inst., respecting the advance of $6,000 asked for by you on account of Saskatchewan River improvements, and stating that on account of the nature of the work it will not be possible for you to procure vouchers for previous advances until the completion of the work, I am directed to inform you that the Auditor-General, who raised the objection to making a further advance before the previous ones were accounted for, is satisfied with the explanation made, and the $6,000 asked for has been placed to your credit in Bank of Montreal, Winnipeg. I am further directed to return to you the pay lists and accounts submitted in connection with the first advance of $1,500, together with a copy of a memorandum from the accountant of this Department, showing why they

cannot be accepted in this present state; and to ask you to be kind enough to furnish the additional information required.

I have, &c.,

F. H. ENNIS, *Secretary.*

C. J. BRYDGES, Esq., Land Commissioner, H. B. Co., Winnipeg.

HUDSON BAY COMPANY, WINNIPEG, 30th December, 1884.

SIR,—I now beg to send you a report of the proceedings in regard to the improvement of the Saskatchewan River during the past season.

I enclose herewith a report from the superintendent whom I employed to carry out the necessary work, and which will give full information in regard to the work which has been done.

The weather in the early part of the season was very unfavorable indeed for operations of this kind, and the consequence has been that the season for work was shortened more than usual.

The principal part of the work done during the last season was on Cole's Falls, above the junction of the south branch, and between the forks of the two rivers and Prince Albert.

Cole's Falls has been one of the most difficult places for navigation on the river, there being a long succession of rapids, with boulders, at points, which in a low stage of water have materially shortened the time during which it was possible to navigate with steamers. The work done this year, as described in the enclosed report, will make Cole's Falls very much more easy to be passed over by steamers than it has been hitherto, and the large boulders which have been removed will enable the river to be navigated to a much later period than has heretofore been possible.

Some years ago I passed over Cole's Falls myself in a "York" boat, in the month of September, and the water was so shallow that although the boat in which I was only drew 1 foot of water, we stuck for an hour upon a boulder in one of the rapids, and had great difficulty, even in a light boat such as I have mentioned, in getting down to the forks of the Saskatchewan.

The river between the forks and Edmonton has been very much improved by the work which has been done during the last two years. As much work as can be done without larger appliances has now been executed, and if any further work is to be done it will have to be undertaken on a more extensive scale and with heavier and more effective appliances; but, as I have already said, what has been done during the last two years will make a considerable improvement in the navigation of the river.

The enclosed report further proceeds to give a description of the condition of matters on the south branch of the Saskatchewan, between the forks and a point about 100 miles to the westward.

In this it will be seen that there are twenty-eight rapids, in which a great improvement could be effected by the removal of boulders, as described in Mr. Burbank's report.

A great improvement could be made in this 100 miles of the south branch by the use, next season, of appliances similar to those which have removed so many boulders from the north branch, but it would undoubtedly be much more effective and, in the end, cheaper, to employ a steamer with proper appliances, both to remove boulders, to make wing dams where necessary, by driving piles, and to put the currents in such a position as will cut through sand bars, which are now an impediment to navigation.

The boats which were employed this year, with the tools, &c., belonging to them, have been laid up in proper positions, so as to be secure from damage when the ice breaks up in the spring.

I further beg to enclose statements of the expenditure which has taken place in performing the works which I have referred to in this report.

The total expenditure for the season has been $8,229.61. Full details of this amount accompany this letter.

I also enclose a memorandum showing disbursements which have been made, and for which no vouchers have been obtained. An examination of this list will show that there are expenses, such as railway fares, and similar outlays, for which it is almost, if not quite, impossible to get vouchers. For everything, except the items in the list to which I have referred, proper vouchers will be found amongst the accounts.

A man has been left in charge of the boats and their outfit, under an arrangement by which he is to receive rations to the value of $10 a month, with the understanding that if any works are carried on next year he will be employed in a capacity similar to that in which he has been employed during the past season.

If no works should go on next season his engagement will cease, upon the payment of the $10 a month during the winter, whilst he is in charge of the property belonging to the Government.

I have now at the credit of this account, in the Bank of Montreal, the sum of $1,773.82, which will be subject, of course, to any accounts that may come in, although I do not expect that there will be any, beyond the $10 a month to the man engaged to look after the property of the Government at the place where it has been laid up for the winter.

I have the honor to be, Sir, your obedient servant,

C. J. BRYDGES.

F. H. Ennis, Esq., Secretary Department of Public Works, Ottawa.

Winnipeg, 28th November, 1884.

Dear Sir,—I now beg to report upon the work done during the past season in improving the navigation of the Saskatchewan River.

On the 19th May I started foreman Beaupré with two men for Edmonton, by way of Calgary. They arrived at Edmonton about the 1st June, where they built a cheap flat boat to carry supplies for the season to the working boats further down the river.

It was at first intended that I should start up the lake with a larger force of men, but owing to the lateness of the opening of navigation upon the lake this plan was changed, and I left for Edmonton on the 8th June, by way of Calgary, arriving at Edmonton on the 18th. By this time the boat built by Beaupré was ready with provisions to start down the river, but I was delayed at Edmonton for some time, from the fact that my outfit was delayed by high water at Battle River.

I started from Edmonton on 14th July with my entire party and supply of provisions.

My first proceeding was to place targets, with numbers, on all the islands between Edmonton and the forks of the south branch—the object being to act as a guide to steamboat men to show where they are.

After this was accomplished I concentrated my entire outfit on the work to be done at Cole's Falls for the season. I did this at the request of the steamboat people.

I secured the services of their most competent pilot, and went carefully over Cole's Falls, marking all such boulders as they wanted removed.

My upper boat started to work on strong water, about nine miles above the head of Cole's Falls; took out a very large boulder in what would be shallow water at a low stage of the river. This required seven days' work of the gang, the water at this time being too high to work to advantage. Rapids No. 2.—Took out three very large boulders, occupying about four days.

At Rapids No. 3 (Little Demi-charge) took out three boulders on a crossing above the rapids to connect the channel, and four large boulders in the rapids itself.

Rapids No. 4. No work required.

No. 5. Three large boulders taken out.

No. 6. No work required.

No. 7. One boulder about 1,000 feet above the rapids, and three large boulders from the rapids.

No. 8. One very large boulder taken out from the foot of the rapids.
No. 9. Three large boulders taken out—one from the head of the rapids, and two from the rapids themselves.
Nos. 11 and 12. Took out a very large boulder from the centre of each of these rapids.

This completed the season's work of the boat, which was brought down from Victoria.

The work performed by the other boat and gang was as follows:—

Rapids No. 13. No work required.
No. 14. Four large boulders taken out.
No. 15. One large boulder taken out from the centre of rapids.
No. 16. One taken in centre of the river, about 1,500 feet above the head of the rapids; three taken out from the rapids.
No. 17. One large boulder taken out from the head of these rapids.
No. 18. Two large boulders taken out from the rapids, and one at the foot of the rapids.
No. 19. Three boulders taken out at the head of rapids.
No. 20. Four large boulders were taken out.

At the steamboat landing, a short distance below the foot of No. 20, one boulder was taken out. The weather turned out so very unfavorably that further work had to be discontinued about the 20th October.

On the 10th October I started from Prince Albert with a party to examine the south branch, and proceeded across the country, striking the south branch about 100 miles from the forks.

I found, on going down the river, that there were 28 rapids.

I will now proceed to report upon what, in my opinion, is required to be done to make the river a good navigable stream.

At the point where I first struck the south branch, about 14 miles above the upper end of the Indian reservation on the river, there is a section of the river of about a mile and a-half of low water, where a considerable number of boulders would require to be removed.

From this point to the lower end of the Indian reserve, a distance of about 40 miles, the river is good.

At the lower end of the reserve there is one large boulder, which would require to be removed. About 1,000 feet further down there is some strong water (not a rapid) with three boulders requiring to be removed.

At the mouth of Red Deer Creek two boulders to be removed.

Rapids No. 1. Two boulders, 4 feet of water in the channel, and at this time water is at low stage.
No. 2. No boulders; channel 5 feet.
No. 3. One boulder; channel 3 feet.
No. 4. No work to be done; channel deep.
No. 5. One boulder at head of rapids; channel 3 feet.
No. 6. One boulder in centre of rapids and one at the foot; channel 4 feet.
No. 7. No boulders; channel 3 feet 6 inches.
No. 8. Is 150 feet below No. 7; two boulders; channel 3½ feet deep.
No. 9. One boulder at head of rapid; channel is 3 feet.
No. 10. Four boulders; channel 3½ feet.
No. 11. One boulder at foot of the rapid; channel 4½ feet.
No. 12. One boulder; channel 3 feet.
No. 13. do do do do.
No. 14. No boulders to be removed; channel between two large boulders; 4½ feet.
No. 15. Channel is bad, wide and shallow; five boulders; channel 3 feet, scant.
No. 16. Three boulders; channel deep.

No. 17. One boulder; channel good; 3½ feet deep.
No. 18. Is at Jackson Ranche; two boulders; channel 3½ feet.
No. 19. Two boulders; channel good; 4½ feet.
No. 20. One boulder; rapid is short, but current very strong; channel 4 feet.
No. 21. No work required; channel is good and plenty of water.
No. 22. do do do do.
No. 23. One boulder at the foot of the rapids; channel 1½ feet deep; about 2,000 feet below this is a large boulder, which would have to be removed.

From this point back to Jackson Ranche may be called a continuous rapid, but the channel is good, and there is no serious impediment to navigation. Nos. 24 and 25 are, in my opinion, the worst rapids on the river (see sketch).

I would recommend that the boulders marked thus * should be removed, and a wing-dam constructed as shown on sketch and that a channel be opened through from the point opposite the wing dam marked with a cross line "cut off this point." This would enable boats to avoid the eddy as shown on the sketch.

Rapids No. 26. Two boulders in rapids, and one boulder at foot of rapid; channel 4½ feet deep.
No. 27. No boulders; channel good; 4½ feet.
No. 28. One boulder; channel good; 4 feet.

This rapid is about half a mile above the forks.

It would appear that the same strata of rock which forms Cole's Falls extends across the country and causes rapids on the South Branch, but of course not to any such extent.

At the same stage of water the South Branch is very much superior to the north branch of the Saskatchewan for purposes of navigation—that is, as far up the south branch as I had an opportunity of inspecting—say, a distance of 100 miles.

There were no rapids on the south branch where a line would be required for a steamboat ascending the river, as has to be used at Cole's Falls and other points on the North Saskatchewan.

As I have said, operations for the season were discontinued on 20th October, and boats were laid up with outfit of all kinds on board, about one mile from the forks on the main river, on the north side of the river. They are laid up about 12 feet above low water mark, and a watchman has been left in charge of them.

Yours truly,

E. A. BURBANK, *Supt. Saskatchewan River Improvements.*

C. J. Brydges, Esq, Winnipeg.

Ottawa, 10th March, 1885.

Dear Sir,—I would respectfully request that you will have a sum placed in the Estimates to cover the expenses of a survey of the Saskatchewan River, with a view of improving that great river for navigation.

I am yours truly,

L. McCALLUM.

Hon. Sir Hector Langevin, Minister Public Works.

REPORTS

(140)

Of Messrs. Perley and Guerin, as to the works, respecting which application has been made, on the River Ottawa and Lake Témiscamingue, together with the Memorandum of the Rev. Father Paradis, O.M.I.

OTTAWA, 18th March, 1885.

SIR,—As during the past few years several projects for the improvement of the Upper Ottawa, and for facilitating the descent of timber, had been brought to the notice of the Hon. the Minister, an appropriation was made by Parliament, during the Session of 1884, to defray the expense of the examination it was deemed necessary should be made.

This examination was entrusted to Mr. Thomas Guerin, an engineer of the Department, whose scientific knowledge and attainments, and his many years of practice in his profession, eminently fitted him for the task thus devolved upon him, and I have now to submit, for the information of and consideration by the Hon. the Minister, the report and plans prepared by that gentleman.

The duty performed by Mr. Guerin is summarily stated in the following extract from the instructions prepared for his guidance:—

"There are four projects for the improvement of the upper portion of the Ottawa:

"1st. To construct a dam at the Mountain Rapids, of a sufficient height to flood the portion of the Ottawa, extending up to the foot of Lake Témiscamingue, to the level of that lake, for the purpose of permitting a continuous navigation from the head of the lake to the Mountain Rapids, which are 11 miles from the Canadian Pacific Railway at Mattawa, with which place connection could be had by either a branch line of railway or a highway road.

"2nd. To construct a dam at the foot of Lake Témiscamingue, of a sufficient height to raise and maintain the water of the lake at a height of 15 feet above its normal summer elevation, for the purpose of holding this water until such time as the water in the Ottawa has fallen to such an extent that difficulty is experienced in the driving or passing of timber, and the supply to the mills at Ottawa has become reduced, when sluice gates are to be opened in the dam, and the impounded waters let free to flush the river, or to increase the supply of the mills.

"3rd. To construct a dam across the Ottawa, immediately above the confluence of the Mattawa, of such a height as would raise the water in the river above it to the level of Lake Témiscamingue, and thus permit navigation to be brought almost immediately in connection with the facilities offered by the Canadian Pacific Railway."

"4th. A proposition by the Rev. Mons. Paradis, missionary priest at Lake Témiscamingue, to lower Lake Témiscamingue 21½ feet, and to build a dam at the Maple Rapid, seven miles above Mattawa, of such a height as would make still-water navigation to the head of Lake Témiscamingue."

With reference to projects 1 and 2, I may here state, that under date 16th February, 1882, and 12th April, 1883, I submitted letters, which were published in the annual report of the Department for 1883, and I have attached hereto copies of the same, they having connection with the subject under consideration.

Returning to the report prepared by Mr. Guerin, it will be seen that he describes the Ottawa, from the Mattawa, upwards, to the head of Lake Témiscamingue, and the

Rivière Blanche, one of the three rivers which empty into the lake, for a distance of twenty-four miles, stating that it is now navigable for that distance when at its lowest stage of water, and thirty miles when at its highest stage. The second river, the Quinze, which is said to be the Ottawa, is a large stream, but broken by many falls and chutes, and therefore unnavigable. The third river is the Otter, a comparatively small stream.

High water in Lake Témiscamingue occurs during the latter part of May, when it commences to fall, reaching the period of low water in October, and then almost immediately begins to rise. The average difference between high and low water is 12½ feet, but this difference has reached 19 feet in years when extraordinary freshets occurred. Mr. Guerin has entered fully into the question of converting Lake Témiscamingue into a reservoir, as per project No. 2, and concludes his enquiry by stating that it would be "futile to attempt to supply water power to the Chaudière (Ottawa) mills, or to afford sufficient water to drive logs in the river (Ottawa) from a storage of 15 feet in Lake Témiscamingue;" and "that there must be a larger storage than 15 feet to accomplish the end in view, but then the result would be to drown a quantity of good land at the head of the lake."

This confirms the statement expressed in my letter of the 16th February, 1882, that the discharge of water impounded in the lake, during a low stage in the Ottawa, would not be of benefit to the mills at the Chaudière.

Supposing this project to be practicable, the cost of the dam and works for regulating the supply and discharge of water, &c., is placed at $1,045.500.

With reference to the project No. 1, of building a dam at the Mountain Rapids of a height sufficient to obliterate the Long Sault, which is 7¼ miles in length, and has a fall of 53½ feet, and thus make a continuous stretch of navigation to the head of Lake Témiscamingue, Mr. Guerin states that the depth of water at the foot of the lake should be increased to 8 feet, not only for the purposes of navigation, but to reduce the strong current which exists, and he proposes to build the dam required to such a height as would raise permanently the level of the lake 2½ feet. By the adoption of this project 94 miles of still-water navigation would be created, or adding the distance up which the Rivière Blanche could be utilized, viz., 30 miles, a total of 124 miles.

The cost of the dam, timber slides, &c., required to carry out this scheme is placed at $2,100,000.

The project, No. 4, to lower the level of Lake Témiscamingue 2½ feet, and to build a dam at the head of the Mountain instead of the Maple Rapids, of a height sufficient to flood the Long Sault, differs from project No. 1, in that a large amount of dredging or excavation would have to be done at the outlet of Lake Témiscamingue, or, what is the same thing, the head of the Long Sault, in addition to the construction of a dam, timber slides, &c.

The channel at the foot of Lake Témiscamingue is split into two by an island, the eastern part being the main channel, through which water always flows, whilst the western part only serves during the time of freshets, when the lake has risen, to some extent, and remains above its normal height. Mr. Guerin proposes to only deepen the eastern channel, but it will be impossible to do this, by reason of the great velocity and strength of the current, which would prevent the placing or working of dredging or excavating plant and machinery; and besides this, the question arises: what is to be done with the material to be removed over a length of 1¼ miles to obtain the depth of 24 feet required to carry out this project—materials amounting to 960,000 cubic yards.

So far as could be ascertained, these materials are boulders of all sizes, from among which all the smaller stones and gravel have been washed by the great force of the current, and I have learned from Mr. Guerin that this deposit of boulders may over-lie solid rock.

By the adoption of this project a large quantity of land around the upper part of Lake Temiscamingue—not less than 15,000 acres in extent, now submerged—would become available for use and settlement, and the low lands at the head of the lake,

which are now non-cultivable, by reason of their great humidity, would be rendered of value, and the navigation of the Rivière Blanche would be destroyed.

The cost of the dam, dredging, excavation, slide, &c., required to carry out this project, is $2,327,500.

A modification of this project is to build the dam at Maple Rapids, which are 4½ miles from Mattawa, and thus bring navigation to within that distance of the Canadian Pacific Railway. The cost of so doing is placed at $2,656,500.

It has been previously stated that this project was proposed by the Rev. Mons. Paradis, and I have attached hereto his *memoire* on the subject.

Mr. Guerin has evidently not considered project No. 3 in its entirety, for, as submitted, it was suggested that the dam across the Ottawa, above the confluence of the Mattawa, should be of such height as would raise the water in the river above it to the level of Lake Témiscamingue. Mr. Guerin only discusses the construction of a dam of such proportions as to drown the Mountain Rapids, and only create a continuous navigation to the foot of the Long Sault, a distance of 32¾ miles, and the difficulties and obstructions caused by the Long Sault would still remain.

The works suggested are estimated to cost $2,594,000, but the advantages to be derived from their construction would be practically *nil*.

Mr. Guerin has discussed the question of the materials with which the dams in connection with the projects submitted should be constructed, and has rejected the use of wood,on account of its unsuitableness, and recommended that stone only be used; and his calculations of the strength, dimensions and stability of the structures proposed were based on the employment of stone only. With this recommendation I am completely in accord, and the estimates of cost which have been stated include the construction of masonry dams, which, though involving the largest present outlay, would be found to be the safest, most satisfactory and cheapest in the end, for once built the object attained would be permanent and lasting, and the cost of maintenance and repairs be reduced to a minimum.

The costs of the different projects have been carefully considered, and in all cases the dam of largest dimensions, that is, having a factor of 4 for stability, has been taken for the purposes of the estimates. The total amounts may appear to be large, perhaps excessive, in comparison with the results to be obtained, but it must be borne in mind that the construction of a dam at any of the points suggested would be a work of magnitude, the counterpart of which perhaps does not exist. The high dams referred to by Mr. Guerin are, properly, dams which have been built across dry valleys for the purpose of collecting and impounding water, and their construction was to a certain extent an easy matter, and they were built in a climate where winter may be said to be unknown.

A dam, properly a weir—for the word dam has become perverted from its true meaning—a weir being a structure across a river, or stream over the top or crest of which the water constantly flows; such a structure across the Ottawa would have to be built in the bed of a river, subject to the long frosts of winter, the heavy freshets of spring, the frequent fluctuations in its level during the summer, a rapid current always, and the fact that the working season for getting in foundations is limited to a couple of months, and it would therefore be a tedious and expensive work to construct; and in view of these facts, it became necessary to adopt a large price in preparing the estimates of cost.

Project No. 1, viz., to construct a dam at the Mountain Rapids, thus obliterating the Long Sault, and creating a stretch of navigable water 130 miles in extent, is submitted as being the most feasible and most productive of benefit.

I have the honor to be, Sir, your obedient servant,

HENRY F. PERLEY, *Chief Engineer*.

A. Gobeil, Esq., Secretary Department Public Works.

OTTAWA, 12th February, 1885.

SIR,—In accordance with your instructions of the 4th of June last, directing me to examine and report on the different schemes submitted to the Department in reference to certain improvements proposed to be made at the rapids of the Upper Ottawa River and Lake Témiscamingue, I proceeded to Mattawan, and arrived there on the 6th of the same month. Here I procured all the necessary equipment, and started for Lake Témiscamingue on the 10th.

Having arrived at the foot of this lake I divided the party into two. One was detailed to make a survey of the Ottawa River, from this point to the mouth of the Mattawan River, or the village of Mattawan. The other, with myself, proceeded to the head of the lake, to make the necessary examination in this latter locality.

A small steamer, owned by Mr. Latour, a lumber merchant, navigates this lake, and is employed chiefly in towing rafts. This steamer proved very useful to our party whenever it became necessary to ascend or descend the lake; for, owing to the high winds which often occur here, it would be quite unsafe for small boats, heavily laden, as ours were, to attempt such an undertaking.

The River from Mattawan to Lake Témiscamingue.—Proceeding from Mattawan to Lake Témiscamingue, the banks of the river are nearly everywhere rocky and precipitous, rising, in some instances, to a height of 400 feet. The species of rock is gneiss and syenite, except at the head of the lake, where there is a ridge of very fine limestone. The navigation is interrupted during the first 14 miles of this journey by four rapids, which completely bar any traffic that may arise from a settlement of this district. Those rapids have a total fall at low water of 28 feet. They are named, the Demicharge, the Caves, the Erables, and the Mountain Rapids.

Immediately above the Mountain Rapids commences a stretch of excellent navigation for about 19 miles, called the Seven League Lake, which varies in width from 1,000 to 1,600 feet. Although its width is not much greater than that of the river in many places, yet it is not unreasonable to call it a lake, for its total fall from head to foot is only 6 inches.

It was sounded in several places, the depth obtained being generally about 60 feet. In one place it was 397; but in no place was it found to be less than 30 feet deep. A longitudinal section was obtained in the vicinity of the Mountain Rapids, from which it can be seen that this lake is the result of the obstacle or natural dam at its foot, called the Mountain Rapids, which backs up the water and keeps it as still as a mill pond.

At the head of the Seven League Lake commences another formidable barrier to navigation, called the Long Sault, which is rapid, continuous and violent, for a distance of $7\frac{1}{4}$ miles, and has a total fall, at low water, of $53\frac{1}{2}$ feet.

At the head of this last-mentioned rapid Lake Témiscamingue commences. With the exception of a few small patches, its shores present the same features—bold and precipitous, as those which have been already referred to, as representing the characteristics of the river banks all along from Mattawan. This lake is of an irregular shape. It has a length of about 68 miles and an area of about 125·25 square miles. During the journey up this lake it was observable that the streams which flow into it are all violent rapids, a fact which may be inferred from the character of its shores. They would be valuable as a water-power to settlers who may colonize this district.

At the head of the lake the features of the shore become entirely changed. The rocky, precipitous character fades away. Three rivers flow into it at its head. These being named in the order of their size are, the Quinze, the Blanche and the Otter River.

The Quinze.—The Quinze, which is said to be none other than the Ottawa River, is a large stream of water, and, as its name indicates, has fifteen rapids.

The Blanche.—The Blanche is a stream so still and apparently so devoid of motion that it appears at first sight to be an arm of the lake. An hydrographical examination was made of it for a distance of about 5 miles from its mouth. Its depth varied from 20 feet to 16 feet, and its width from 400 feet to 320 feet. Its

mean velocity did not exceed one-tenth of a mile per hour. Its discharge was then 531 cubic feet per second. At low water it would be only 122 cubic feet per second.

I ascended this river in a steamer for a distance of about 24 miles, as computed by logging the steamer, and found at this distance a depth of 8 feet and a width of about 220 feet. Here our further progress was barred by a waterfall of about two feet, but above this fall, according to information supplied by an Indian, there was deep and smooth water for a distance of 6 or 7 miles. At the time this excursion was made the level of the lake was about 5 feet above the level of low water, and about 7 feet below its level at high water, so that we may conclude this river is navigable for 24 miles at its lowest stage for vessels drawing 2½ to 3 feet water, and at its high stage it is navigable for 30 miles.

The Otter River.—The Otter River resembles the Blanche, near its mouth, though not having half its capacity. It was examined for a distance of about 1½ miles, its greatest depth being 10 feet, its velocity 0·26 feet per second, and its discharge 229 cubic feet per second.

From these facts it can be seen that both the Blanche and Otter are insignificant rivers, when estimated by the quantity of water they convey; although the former affords a good highway for 24 miles of its length.

Character of the Land.—In consequence of the high, precipitous banks along the Ottawa River and the sides of the lake, there were no means of judging the character of the adjacent land until the head of the lake was reached. Here the Blanche and Otter Rivers afforded an opportunity of penetrating into the interior and becoming acquainted with the nature of the soil. The land in the vicinity of these rivers is undoubtedly good. Of course, I am unable to estimate the quantity there is of good land in this region; but all that was traversed in the excursion up the Blanche and Otter Rivers is of a superior quality.

Soundings of Lake Témiscamingue.—At the head of the lake, from Chief's Island to the northern end, soundings were taken on several lines, as you will see on referring to the accompanying plan. The sounding line was 120 feet long, and on continuing the soundings south of Chief's Island it soon failed to reach the bottom. I sent to the Department for a line 400 feet in length, but this did not arrive until the party were operating on Seven League Lake. However, all the data necessary for the accomplishment of the object in view was obtained by the means at hand, before the party left Lake Témiscamingue.

High and Low Water of Lake Témiscamingue.—The time of high water on this lake occurs during the latter part of the month of May. The time of low water occurs late in the month of October. At the time the present examination was made (July) the lake seemed to be falling at the rate of about two-tenths of a foot per day. To obtain the elevation of high water or low water, reference had to be made for information to persons living at the place. Mr. Latour, at his mill, and Mr. Piché, at his farm, pointed out certain marks by which the levels of high and low water were obtained. The information afforded by both these gentlemen agreed pretty well as to high water; but they disagreed by over 18 inches on the level of low water. This latter was obtained, however, pretty accurately, in the month of October. Combining all this information, it appears that the difference of level between ordinary high and low water of Lake Témiscamingue is about 2½ feet; but in some years the spring freshets raise the level of the lake far above its ordinary high water level, thus causing the difference of level between high and low water to be upwards of 19 feet.

Fall of Long Sault.—A survey of the Ottawa River was made from the foot of Lake Témiscamingue to Mattawan, and from this it appears that the fall from Lake Témiscamingue to Seven League Lake, or the fall of the Long Sault Rapids, in time of low water, is 53½ feet, and at high water it is only 49 feet. This seem anomalous, and requires explanation.

On referring to the plan herewith submitted, it can be seen that at the head of the Long Sault the outlet from Lake Témiscamingue is divided by an island into two

channels, the level of the bottom of the eastern channel being about 7 feet below that of the bottom of the western channel, which becomes dry at low water.

Hence it follows that during high water the two channels are aiding to discharge their contents from Lake Témiscamingue to be conveyed by the Long Sault into Seven League Lake. The outlet from Seven League Lake is at the Mountain Rapids, and the capacity of the channel here is less than the united capacities of the two channels which constitute the outlet from Lake Témiscamingue; hence the latter channels, during high water, pour a greater quantity into Seven League Lake than the outlet of the latter is able to discharge, thus causing Seven League Lake to rise while Lake Témiscamingue falls; so that the difference of level must be least at high water.

Again, when the level of Lake Témiscamingue falls so low as to render the western channel dry, then the outlet from Lake Témiscamingue will be confined to the eastern channel, which is nearly of the same dimensions as the outlet of Seven League Lake; but as the area of the latter lake is many times less than that of Lake Témiscamingue, its level must fall faster, and the difference of level must be greater at low water than at any other time.

Discharge of the Ottawa River.—The discharge from Seven League Lake was measured at the current immediately above the Mountain Rapid on the 21st of August last. It was then 16·383 cubic feet per second, the elevation of the lake being 135·09 feet above datum on that day. From this it follows that during high water the discharge will be 25·100 cubic feet per second, and during low water it will be 14,800 cubic feet per second. This is the rate of discharge at which the water flows through the Ottawa River as it leaves Seven League Lake.

Dams.—As each of the projects submitted to the Department contemplates the erection of a dam across the River Ottawa, it becomes necessary to make a selection of the most suitable material to be used in the erection of such dam, and in doing this we are confined to clay, wood or stone. A clay or earthern dam cannot be recommended in the present case, for the reason that it cannot be procured in sufficient quantity in any of the localities where the dams are proposed to be built—the banks of the river being composed of rock and boulders. Even if such material could be procured, it would not be advisable to use it in the construction of a dam of such magnitude as either of those proposed to be built in connection with any of the schemes contemplated. Its cohesion is uncertain. It may last for several years, and then break up, without giving any warning whatever. A mole may bore its way through it, and thus enable the water to penetrate and destroy the dam, thus causing a flood which will carry away every structure it meets within its course.

A wooden dam is liable to decay. It is lighter than water, and it must, therefore, be kept in its place by pinning it to the bottom, or loading it with stone. Every cubic foot of pine timber in a dam has a force of thirty pounds, over and above its own weight, lifting it upwards. To resist this destructive force in a wooden dam there is nothing but the friction of the pins which are intended to fasten it to the bottom, or the weight of stone with which it may be loaded. The first of these forces is quite unreliable, for in many instances the holes which are drilled for the pins in the bottom are so large that no friction exists there. The other contrivance is equally unreliable, for the stone thrown rip rap, will occupy a space in the dam about 25 per cent. greater than its own cubical contents, so that the specific gravity of that portion of the dam which is occupied by the stone will not be materially greater than that of the water. Moreover, the quantity of stone is so much less than that of the timber that its utility as a means of increasing the stability of the dam is by no means an important factor.

It follows, from these facts, that there can be no reliable calculation made as to the stability of a wooden dam, for there is no reliable data on which to base a calculation. It is liable to break up at any time, and thus cause destruction to life and property; for the material composing it, being borne along by the flood, will destroy every structure in its way. Wherefore, wood cannot be recommended as a suitable

material to be used in the construction of so large a dam as any of those proposed for the schemes in connection with Lake Témiscamingue.

It seems plain, from the statement of the case, that the dam in each of these schemes should be of the most solid and permanent character, with all possible safeguards against accident from any cause. Then stone masonry, laid in cement, comes to the front as being the only reliable material to be used in the present case.

Masonry Dams.—In discussing the efficiency of a masonry dam, there is no difficulty in arriving at a conclusion with respect to its stability, for a masonry dam can be built of any degree of strength. However, it is not, properly speaking, a dam that is proposed to be built in any of the the present cases—it is a weir.

A dam simply impounds a quantity of water, and has to resist only its hydrostatic pressure. A weir backs up water in motion, and has to resist both the hydrostatic and hydraulic pressure. As the term "dam" is used in both senses by the parties interested in the present projects, I have adopted that term on the plans accompanying this report. The question in each of the projects submitted is now reduced to this: It is required to build a weir of masonry of a given height, whose cost will be a minimum, while its strength will be a maximum.

As in the construction of any important work it is always desirable to study the construction of similar works already in existence, whose efficiency has withstood the test of time as well as that of science, so in in the present case this course has been pursued.

It appears that two of the most important dams in existence are in France—important alike for their size, symmetry and stability. France has been the cradle of hydraulic science, and it appears that these two dams have been designed with all the ability the French engineers are noted for. One of those dams is on the River Turens, and is 50 metres (164 feet) high. The other is on the River Bau, and is 42 metres (137·79 feet) high. The study of these two dams has been of much service in the present enquiry.

The outer face of each of those dams is a logarithmic curve, which it was considered needless to adopt in the present case, for the reason that it would not diminish the amount of masonry to any great extent, this being the object of the curve, while the workmanship in cutting the stones to suit the curve would materially increase the cost. A straight batter is therefore adopted for the outer face of each of the dams whose plan is submitted with this report.

Width of Dam on Top.—In a country where there is nothing to be feared from the force exerted by ice against a dam, its width on top is an arbitrary quantity, and may be taken at pleasure, so long as the upper course is considered capable of resisting the scour of the head of water flowing over the weir.

In the present case it is different, for the upper course may have to resist the force of a field of moving ice several hundred feet in extent. To meet the difficulty that may arise in such a case, a width on top of 20 feet is adopted for each of the dams referred to in this report. The Turens dam is 18·75 feet wide on top.

Stability.—Considering the number of dams we read of from time to time as having been broken up, and the resulting flood, causing immense destruction to life and property, the question of stability has commanded particular attention in the present case.

In the construction of dams I am aware that it has been the practice of some parties to design the dam with a power of resistance equal to twice the strain exerted by the impounded water. Well, if the water were still, such a modulus of stability would be sufficient in a masonry dam; for no extra strain can occur further than the hydrostatic pressure of the water; but in a weir, on such a river as the Ottawa, such a modulus of stability would be a dangerous experiment.

An engineer, in designing a bridge, uses always the number 4 as his factor of safety. There is no valid reason why this factor should be rejected in the case of a weir; for the latter is subjected to strains in many instances at least as great as those to which a bridge is liable.

In the plans herewith submitted the dams are designed with a modulus of 4. In most cases they are duplicated, having a modulus a fraction greater than 2—the amount of masonry in each case will be given so as to understand the merits of both from a pecuniary point of view. The modulus of stability which is alluded to here has reference to the strain which tends to upset the dam. The horizontal thrust of the water, which tends to cause the courses of masonry to slide on one another, is a strain which has never been known to destroy a dam.

The part of the dam where this strain is exerted with the greatest force is at its base, and here there are projections in the present case which are sunk into the foundation. These will effectually counteract the effect of such a strain at the bottom of the dam.

In the dams whose designs are herewith submitted, the weight of any portion of one of them over the course of masonry below it is such as to be capable of resisting the horizontal thrust of the impounded water. The resistance which this weight opposes to any horizontal force will be further intensified if the courses are laid in a direction perpendicular to the line of batter, as shown in the section of the dam proposed to be built at the head of the Long Sault Rapids. By this means the resistance to sliding increases as the divergence of the line of batter from the vertical.

All the foregoing facts being premised, I now propose to discuss, in order, the several schemes submitted to the Department to manipulate the waters of Lake Témiscamingue and the Ottawa River, so as to make them subserve the interests contemplated:—

1*st. Projects submitted for Examination.*—It is proposed to build a dam at the foot of Lake Témiscamingue, of sufficient height to raise the water of the lake to a height of 15 feet above its ordinary high water level, for the purpose of holding this water until such times as the water in the Ottawa has fallen to such an extent that difficulty is experienced in driving or passing timber, and the supply to the Chaudière mills, at Ottawa, has been reduced, when sluice gates are to be opened in the dam and the impounded water let free, to flush the river and increase the supply to the mills.

On studying the documents supplied me on this subject, I find that you have already pointed out the uncertainty of the success of such a scheme—you have exposed the fact that the river and the several lakes between Lake Temiscamingue and Ottawa city will be so low at the period referred to that it will require a great quantity of the water which is stored to raise them to the necessary level to float the logs, or produce any sensible effect at the Chaudière mills; that during this time, on its way down, evaporation and percolation are consuming their portions of the water intended for use, and that, certainly, a large quantity of it will never reach the Chaudière.

I fully endorse this view of the case, and, indeed, there is nothing further to be done on this subject by me than to compute the cost of the dam, and examine the performance of its functions at Lake Témiscamingue.

Having selected the most suitable locality for building a dam, it has been designed so as to raise the level of the water 15 feet above ordinary high water level, and it will be seen, on referring to the accompanying plan, that all the sluices the dam can admit of are placed in such positions as will enable them to discharge the greatest quantity.

There are nine pairs of sluices in the western channel whose dimensions are 8 by 4 feet, the longer slide being horizontal. The tops of these sluices are on a level with ordinary high water. There are eight pairs of sluices in the eastern channel similar to the others, the centres of these latter being on a level with low water.

It has been already stated that the discharge of the river at low water is 14·800 cubic feet per second. The discharge at high water or its maximum discharge is 25·100 cubic feet per second. As the former is the minimum discharge, it is evident that this quantity is permanently supplied by the rivers flowing into the lake, assisted, perhaps, by subterranean contributions, and any discharge over and above this quantity must be due to the season's rain or snowfall. For instance, the discharge of 25·100 cubic feet per second exceeds the minimum of 14·800 cubic feet per second by

10·300 cubic feet per second. This latter quantity must have been supplied by the previous rain or snowfall. It is crowded into the lake and raises its level generally 12½ feet, sometimes over 19 feet, above low water level.

In consequence of the narrowness of the outlet from the lake preventing the speedy escape of this accumulation of water, the season is generally consumed before it has passed off, when the river is then reduced to its legitimate proportions of 14·800 feet per second. On last autumn it did not remain in this latter state longer than a week, when it commenced to rise, although there did not seem to have been rain enough to warrant its rising.

It is stated that during a considerable time before and after the river reaches its minimum discharge the mill owners at the Chaudière, and the lumbermen generally, complain of a deficiency of water to propel their machinery and drive their logs. It is stated that at the time of high water, or maximum discharge, there is much more water supplied them than they require. To obviate the difficulty, the surplus water of the spring is to be stored as set forth by the scheme under discussion.

How the Impounded Water is to be used.—As a supply of 25·100 cubic feet per second is a larger quantity than what is required, and a supply of 14·800 cubic feet per second causes a scarcity to the lumbermen and others, let the mean be taken, or $\frac{25{\cdot}100 + 14{\cdot}800}{2} = 19{\cdot}950$ cubic feet per second, and let the minimum, or 14·800 cubic feet, be supplemented by such a quantity as will give a constant discharge of 19·950 cubic feet per second.

By this means the supply becomes constant and equalized throughout. This supplemental quantity will be 19·950 — 14·800 = 5·150 cubic feet per second, and the quantity stored in the lake must be taxed to this amount, so that by this arrangement the level of the lake will be reduced at the rate of 0·127 feet per day.

The dam is 2·750 feet long, it follows that at the time of maximum discharge there will be a head of water on it of 1·87 feet, and at the time of low water, or minimum discharge, the head will be 1·30 feet. It will take only $6\frac{3}{10}$ days for the head to be reduced from the maximum to the minimum level, and in 10 days after this there will be no water passing over the dam, but the whole river will have to pass through the sluices (*see* Appendix). Furthermore, when this dam shall have been in existence the fluctuations in the level of the lake between ordinary high and low water cannot exceed 1 foot.

The rate at which the level of the lake is reduced will show that in the latter part of September all the stored water will be gone, and the level of the lake will be ½ a foot below its ordinary high water level.

At this stage of the lake there would be a head on the sluices in the western channel of 3½ feet above their bases, and a head on the sluices in the eastern channel of 12 feet above their centres.

There would then be a discharge through the sluices of 15·014 cubic feet per second, so that in the latter part of September and throughout the remainder of the year the supply through those sluices would be only what it is now at extreme low water.

It may be objected here that the sluices are not large enough and that if they were of larger dimensions they could afford a greater supply, as the level of the lake is still 12 feet above low water.

To satisfy any doubt in this respect, let us suppose the bottom of each sluice in the eastern channel to remain at the same level as before, as it cannot with economy be made lower, and let the height reach the level of the bases of those in the western channel; then those sluices will be 8 by 10½ feet instead of 8 by 4 feet.

They cannot be increased in width, for their united widths already occupy the whole width of the channel. To have them higher would be useless, for the level of the water will soon descend below the top of the sluice, and then the extra height will be of no avail. With these dimensions the level of the lake in the middle of October will have descended so low as to render the entire discharge through the sluices equal to the discharge of the river at extreme low water.

In adopting a scheme of this kind there must be a means provided by which to approach the sluices, so as to operate them, for the water flowing over the dam will prevent an approach to them in the ordinary way. To meet this difficulty, a plan of a bridge 500 feet in length is shown on the western end of the dam, so as to afford a place for the parties in charge to work the sluices before the water falls below the crest of the dam.

There must be also two or more slides built in connection with this dam, in order to be able to pass timber at the different stages of the level of Lake Témiscamingue.

From the foregoing facts, it appears obvious that it is futile to attempt to supply water power to the Chaudière mills, or to afford sufficient water to drive logs in the river from a storage of 15 feet above high water in Lake Témiscamingue.

There must be a larger storage than 15 feet to accomplish the end in view; but then the result would be to drown a quantity of good land at the head of the lake.

1*st. Cost of this Project.*—This project will cost the sum of $1,045,500.

Before dismissing this subject, it is worthy of remark that it appears from the head flowing over the Carillon dam at low water, the discharge of the Ottawa river at low water is increased 45 per cent. by the lateral streams flowing into it between Lake Témiscamingue and Carillon. It would therefore seem that the suggestion contained in the document of yours, referred to at the commencement of this report, in relation to the storage of water in these lateral rivers, would seem to be a more feasible mode of supplying the necessary amount to the Chaudière mills and the lumbermen to propel their logs than the costly one of damming the Témiscamingue, and it appears to me that it would be well to devote some attention to the examination of such a scheme.

2*nd. Dam at the Mountain Rapids.*—The next scheme is to build a dam at the Mountain Rapids, of sufficient height to flood the Long Sault Rapids, and render them navigable, so as to obtain a continuous navigation from the head of Lake Témiscamingue to the Mountain Rapids, within 14 miles of the Canadian Pacific Railway at Mattawan.

It is claimed for this scheme that besides obtaining the increased water communication, it will also materially assist the lumber merchants in facilitating the descent of timber through the Long Sault, which, at present, is so great an impediment to the movement of logs.

On referring to the plan herewith submitted, you will perceive by the section which was taken of the channel at the outlet of Lake Témiscamingue that the mean depth of the water there is only 5½ feet at low water, the bottom consisting of boulders of large size. This being coupled with the fact that the velocity through this gorge, even after building the dam, would be over 6 miles per hour, we must conclude that its navigation would be dangerous for vessels drawing over 3 feet of water.

On these grounds I have concluded to increase the mean depth to 8 feet by giving such a height to the dam as will raise the level of Lake Témiscamingue 2½ feet above its ordinary low water level. Even with this depth there will be a current of 4 miles an hour at Isle à la Tête, the outlet of the lake.

There are two designs given for the construction of this dam—one having 4 as its modulus of stability the other having 2·29 as its modulus.

This scheme will give a continuous navigation from the Mountain Rapids to the head of Lake Témiscamingue and 24 miles further through the River Blanche, or 118 miles in the total distance. It will, moreover, facilitate the descent of timber, by obliterating the Long Sault Rapids. Cost, $2,067,700.

3*rd. Lowering Lake Témiscamingue.*—The next scheme proposes to lower the level of Lake Témiscamingue 21½ feet, and having done this, to build a dam at the head of the Mountain Rapids, of sufficient height to flood the Long Sault Rapids, and thus obtain continuous navigation from the head of Lake Témiscamingue to the foot of the Seven League Lake, which is within 14 miles of the Pacific Railway, at Mattawan, as in the former case.

It is claimed, for this scheme, that besides obtaining those advantages for the lumber merchants which are stated in the last case, it will also redeem a large quantity of good land, which is now submerged, below the head waters of Lake Témiscamingue.

As in the former case, so in this—it becomes necessary to obtain a mean depth of 8 feet water at the outlet of Lake Témiscamingue for navigation purposes. To accomplish this, the dam is designed so as to maintain the level of the lake at the same elevation it will have when lowered 21½ feet; but, at the same time, the excavation is made at the outlet to a depth of 24 feet. This will give a depth of 8 feet for navigation.

When this depth is obtained through the eastern channel, the velocity through this channel will be 4 miles an hour, if the western channel is left as it is but if the excavation is continued through the western channel, until it joins the eastern, south of the island, the velocity will be reduced to 2 miles an hour.

In the former case the necessary excavation will amount to 655,000 cubic yards. In the latter case it will amount to 959,000 cubic yards. Here the question arises whether it would be advisable to go to the expense of 304,000 cubic yards of excavation in order to reduce the velocity of the current from 4 miles to 2 miles an hour. In consequence of the small length of current, I am opinion it would be better to postpone the additional excavation.

The banks of the river, all along from Mattawan to the head of the Long Sault, are composed of rock, which consists of gneiss and syenite, or a mixture of both. On the shore everywhere it shows itself in deep boulders, varying in size from 1 foot to 8 feet in diameter. Such is the material that may be expected to be excavated at the head of the Long Sault.

Land Redeemed from the Lake.—In accordance with the soundings obtained at the head of the lake, it appears that when this project shall have been performed an area of 15,000 acres now submerged will appear above the level of high water. I have no doubt a much larger area than this will be redeemed; but nothing less than a contour survey of the head of the lake, taken at the level of high water, can ascertain the actual quantity.

It was impossible for me to devote the necessary time to this subject during last year. The quantity stated here is that which is obtained from the soundings. High water reaches into the bush, where it would be impossible to determine its limits without contouring.

Result to River Blanche.—It has been already stated that the soundings of the River Blanche showed a depth of 20 feet near its mouth, while at a distance of 24 miles up the river it was 8 feet deep. This would give a slope to the bottom of 6 inches to a mile. Moreover, the width of the river near its lower end is 400 feet; its level was 5 feet above low water at the time of its examination, and its discharge was 531 cubic feet per second.

From this data it follows that when the level of the lake shall have been lowered 21½ feet the depth of the River Blanche at low water will be only 6 inches, so that its facilities for navigation will then be destroyed.

This scheme will give a continuous navigation from Mountain Rapids to the head of Lake Témiscamingue, a distance of 94 miles.

It will facilitate the operations of lumbermen, by obliterating the Long Sault Rapids.

It will redeem over 15,000 acres which are now submerged by the waters of Lake Témiscamingue.

If the dam selected for this scheme has a modulus of 4, it will cost $2,327,525.

If the dam has a modulus of 2·07, it will cost $2,202,100. The dimensions of this latter dam are 18 feet on top, 22 feet at bottom, and 36·47 feet high. This design does not appear in the accompanying plan. That which does appear is copied from a segment of the Turens dam.

4th. Erables Rapids.—This scheme contemplates the lowering of Lake Témiscamingue, as in the former case, and building a dam at Erables Rapids of a height sufficient to flood the Long Sault.

All that has been stated respecting the foregoing scheme is applicable also to this, except that it will bring navigation 4¼ miles nearer to the railway at Mattawan than the previous scheme does.—Cost $2,656,525.

5*th. Mattawan.*—It is proposed by this scheme to build a dam near the confluence of the Ottawa and Mattawan Rivers, of such a height as to flood the Mountain Rapids, and thus acquire a continuous navigation from Mattawan to the foot of the Long Sault Rapids, a distance of 32¾ miles. Here the navigation is broken by the Long Sault Rapids, whose length is 7¼ miles.

In order to render the Mountain Rapids navigable at low water, this dam must be of such a height as to raise the level of Seven League Lake 2½ feet.

You will see by the accompanying plan that there are two designs submitted for this dam—one having 4 for its modulus of stability, the other having 2·17 for its modulus. The former will cost, with a slide 450 feet long, the sum of $2,594,000.

The latter, with a similar slide, will cost $2,139,380. It will bring navigation to a point within 1¼ miles of the Canadian Pacific Railway at Mattawan.

It will assist the lumbermen in conveying timber over the several rapids intervening between Seven League Lake and Mattawan.

It will afford a continuous navigation from Mattawan to the foot of the Long Sault Rapids, a distance of about 32¾ miles.

Respectfully submitted,
THOS. GUERIN, *Engineer Department Public Works.*

HENRY F. PERLEY, Esq., Chief Engineer of Public Works.

P.S.—I herewith return the following documents, which are referred to in your letter of instructions:—

1st. Report by Henry F. Perley, Chief Engineer, on the effect of a dam at Mountain Rapids.
2nd. Report by Henry F. Perley, on the effect of a dam at Lake Temiscamingue.
3rd. Newspaper clippings.
4th. Report from the Rev. Father Paradis.
5th. Plan by Sir Wm. Logan.

T. G.

APPENDIX.

DAM AT THE HEAD OF LONG SAULT.

To find the time the level of the lake will require to fall from high to low water level, after the dam shall have been built:—

The dam is 2·750 feet long. The head of water on it at the period of high water will be 1·87 feet. The head at low water will be 1·30 feet per formula for weirs. The area of the lake is 125·25 square miles.

Let the line *m o* denote the crest of the dam.
n s The level of low water.
r v. The level of low water.
a. Area of lake.
l. Length of dam.
h. Height *m n.*
x. Any distance *c d* below *n s.*
t. Time the lake takes to fall the distance *x.*

Then the discharge over the dam at the level of *d* will be $3{\cdot}55\ l\ (h-x)^{\frac{3}{2}}$, and in the time *d t*—this will amount to $3{\cdot}55\ l\ (h-x)^{\frac{3}{2}}\ d\ t$—this must be the same as $a\ d\ x$ and hence $d\ t = \frac{a\ d\ x}{3{\cdot}55\ l}(h\ x)^{\frac{3}{2}}$ —integrate—and we have $t\ t\ \frac{a}{3{\cdot}55}\ l \int \frac{d\ x}{(h-x)^{\frac{3}{2}}} =$

$\frac{a}{3{\cdot}55}\ l \times \frac{2}{h-x}^{\frac{1}{2}}$.

When *n s* falls to *x v* then $x = 0{\cdot}57$, and we shall then have $t = 0{\cdot}000157\ a = 6\frac{3}{16}$ days.

UPPER OTTAWA IMPROVEMENT.

CHIEF ENGINEER'S OFFICE, OTTAWA, 16th February, 1882.

SIR,—I beg leave to submit the following, relative to certain works asked for on the Upper Ottawa, with a view to its improvement, and in the interest of the lumber trade of the Ottawa valley.

The works asked for are for the benefit of two different and distinct objects—

1st. To increase the length of navigable waters above the confluence of the Mattawa, by placing a dam at he head of the Mountain Rapids, and thus to obliterate the Long Sault, and create comparatively still water extending to the head of Lake Témiscamingue, a distance of say ninety miles, and for some miles as well up the Rivière Blanche, thus bringing navigation by steamers to a point within twelve miles of the Canadian Pacific Railway at Mattawa.

2nd. To place a dam at the foot of Lake Témiscamingue for the purpose of raising the water in the lake to a certain height (to be hereafter determined) above its normal level, with the object of holding such water until the occurrence of the period when that in the Ottawa, at any point in its course to the Chaudière Falls, has fallen so low as to impede or prevent the running of timber and logs, and then, by the raising of gates or opening of sluices, to permit the water, or a portion of it, so penned up, to pass into the river, and thus to flush the logs and timber down the stream.

It will thus be seen that these proposals, so far as the objects for which they are designed are concerned, are antagonistic to each other, and that both have in view the improvement of the river (*a*) for the benefit of those directly interested in the maintenance of the lumber trade, and (*b*) those who desire the development of the country now beyond the reach of the ordinary modes of conveyance, &c., and at the same time to benefit the lumber trade by the facilities thus to be provided.

Above the mouth of the Mattawa it may be said that the Ottawa can only be traversed during the open season by canoe, involving many portages. About five miles above the Mattawa occur the Portage de la Cave and the Portage de la Chaudière, overcoming the rapids bearing these names, which have an united fall of 11¾ feet. From the head of the Chaudière Rapid to the Rapide aux Erables, which falls 13 feet, is four miles, and at a further distance of four miles, or thirteen from Mattawa, is the Mountain Rapids, which have a fall of 5 feet 5 inches, and it is at their head that it is proposed to construct a dam for navigation purposes.

Between the Mountain Rapids and the foot of the Long Sault lies Seven League Lake, which is merely a portion of the river, possessing a gentle current flowing between bluff and rocky shores.

The Long Sault is six miles in length, and consists of eleven falls and rapids, having an united fall of 48 feet, flowing through a contracted and crooked channel. From its foot to about a mile below Pemican Creek (a distance of twelve miles) Lake Témiscamingue is but a wider portion of the Ottawa; but from the point last named to its head, a distance of say sixty miles, it possesses all the characteristics of a lake, widening at its upper part to five miles, and receiving on its northern side and about midway of its length the waters of the Kippewa, and at its head those of the Blanche and the Quinze, at the mouths of which and around the shores of the lake is low lying land, producing marsh grass in considerable quantities.

The proposal to improve the river for the purposes of navigation was brought to the notice of the Hon. the Minister, and during the fall of 1880 an engineer was despatched to make an examination of the river between the Mountain Rapids and the Long Sault, but before accomplishing his work he was stricken down with illness, which ended in death, and, as reported to you under date 11th November, 1880 (No. 9208), the assistant engineer completed the survey; but not being acquainted with the instructions given to the late Mr. Lindsay, did not obtain the information it was necessary should be obtained to enable a full report to be made on the subject. The fall of the Long Sault was verified to 48 feet, as before stated, but I had not sufficient data to enable me to determine the height of the dam required to flood out these rapids, and create in their place a current not possessing a strength sufficient to impede or

interrupt the navigation of the river, thus improved, by steamers or other craft. Neither was I furnished with any information relative to the nature of the country bordering the banks of the river or of the streams falling into it on either side, to permit me to judge whether serious damage might or might not occur, due to a permanent rise in this part of the river; for it must not be forgotten that besides this permanent rise, a further rise of from 15 to 18 feet takes place during the periods of freshets, which would perhaps flood portions of the country to a greater or less extent which are now entirely beyond the reach of any rise in the river. Again, provision would have to be made for the passage of timber over this dam, and possibly through the whole length of the Mountain Rapids, by the construction of a slide or slides, the magnitude of these works being dependent on whether the timber from the lake and Kippewa would come to the dam in cribs or in single pieces. Wanting all this information, and much more that I had not enumerated, I suggested that further examination should be made during the past year, but no action was taken thereon.

Last year, owing to the unusual drought which prevailed throughout Ontario and the western part of Quebec, the water fell abnormally low, so much so that there was not at many points sufficient to float logs and timber, some thousands of pieces of which "hung up" and could not be brought to the mills at Ottawa, or for transmission to Quebec or elsewhere. This want of water was much felt at the mills at Ottawa, which, in consequence, only ran for half the usual time.

This want of water was the cause of those interested in the lumber trade to suggest the building of a dam at the foot of Lake Témiscamingue to raise it in height and maintain it at the new level, the water so impounded to be let off when, for want of water on the lower reaches of the Ottawa, it was found to be difficult, if not impossible, to "drive" timber, as the water thus discharged would sweep all before it. (*See* No. 17612.)

During the past summer a survey was made at the foot of Lake Témiscamingue to obtain information on which to base an estimate of the probable cost of the dam required, &c.

With respect to the preparation of the plans of this dam, or an estimate of its cost, I have to state that I have not done anything, and I must acknowledge that I refrained from doing anything because the more I studied the problem to be solved, the more I became aware that I did not possess all the data necessary for its solution. Thus, I desire to be assured that when the water to be retained in Lake Témiscamingue should be let off in quantities great or small, that its effects should be felt at the point where they are required—as, for instance, at a point on the river 200 miles below the dam, which is, say, 240 miles above Ottawa.

If the channel of the river was of one width and depth, and did not have any streams emptying into it, then we could fairly assume that the whole of the water, minus loss by evaporation and infiltration, which passed through the dam, would find its way, with the increased height and velocity due to the quantity discharged into the channel, and do and perform the duties required of it. This state of things does not exist, for we know that the Ottawa is a river of varying breadths and depths, broken by rapids and falls, and swelling into long stretches of placid water, and having many streams, large and small, emptying into it, and therefore much—possibly all—of the water, judged by those in charge at the dam to be sufficient for the purpose required, would be lost on its way down, absorbed in the spreading reaches and lakes of the river, and in flowing up its lateral streams and branches.

Before anything is done in the construction of works, it is necessary that this question of the probable loss of water should be determined by an examination of the river from the Chaudière to Lake Témiscamingue, and of the streams and rivers emptying into it on either side, with the view of ascertaining, first, the general characteristics of the river along the length indicated; second, the points at which it is probable or possible the timber and logs will stick for want of water; and third, whether the streams above these points might not be dammed and their waters impounded and used as occasion might demand.

For these reasons, I do not offer any plan for carrying out the improvements herein described as necessary or required, nor estimates of their probable cost, for I feel that the questions left to my decision are such as to demand from me the utmost care and the exercise of all my knowledge and skill in their solution, and I know that I cannot, with the limited information at my command, undertake even to give an opinion as to the feasibility of either of the schemes proposed.

I have the honor to be, Sir, your obedient servant,
HENRY F. PERLEY, *Chief Engineer.*

F. H. Ennis, Esq., Secretary Department of Public Works.

MEMORANDUM—UPPER OTTAWA RIVER.

Chief Engineer's Office, Department of Public Works,
Ottawa, 12th April, 1883.

Two projects for the improvement of the Ottawa above the confluence of the Mattawa River have been submitted to the Department, and preliminary examinations have been made and reports furnished.

These projects have different ends in view.

The first submitted to the Department was the construction of a dam at the Mountain Rapids, twelve miles above the mouth of the Mattawa, to a sufficient height to obliterate the Long Sault Rapids, which have a total fall of 49 feet, the object being to creat still water navigation to the head of Lake Témiscamingue, a distance of ninety miles, and it is claimed that steamers can ply for some distance up the Rivière Blanche, emptying into the head of the lake.

The second proposal was the construction of a dam at the foot of Lake Témiscamingue, for the purpose of raising and maintaining the water in the lake at a height not greater than 15 feet above its normal summer level, until the water in the Ottawa had reached its summer stage, when the waters so impounded in the lake could be discharged into the river, for the double purpose of floating timber and maintaining a supply to the mills at the Chaudière Falls at Ottawa.

It may thus be seen that these two projects are antagonistic. If the dam were built at the Mountain Rapids for the purposes of navigation, then the river below, for milling and rafting purposes, would remain as it is at present, and no advantage would be derived by the mill owners at the Chaudière.

If the second proposal were carried out, then, as regards navigation, the river would remain as it now stands.

I am not prepared, for the want of information—information only to be obtained after a most thorough and careful examination of the river from the Mountain Rapids to Ottawa, the cost of which would not be less than $5,000 (*See* my letter of 16th February, 1882, No. 21274)—to offer an opinion as to the feasibility of the scheme for making Lake Témiscamingue a reservoir for feeding the Ottawa during periods of low water; neither can I estimate the cost of a dam at the Mountain Rapids, and its probable effects on the country at the foot of Lake Témiscamingue, without further and extended examination. Either of these projects would involve an expenditure ranging from $250,000 to $500,000; for, as I believe that it would be unwise to construct the works of wood, or any perishable material, they should be built—if built at all—in a most solid and enduring manner so as to ensure their permanence and a minimum cost for annual repairs.

HENRY F. PERLEY, *Chief Engineer.*

Report on Lake Témiscamingue and the Long Sault Rapids, considered with reference to the plan of erecting a Dam on the Ottawa River between Témiscamingue and Mattawa, presented to the Hon. Sir Hector L. Langevin, C.B., K.C.M.G., Minister of Public Works, Ottawa, by C. A. M. Paradis, Priest, O.M. I., Missionary to the Indians of Lake Témiscamingue and Hudson Bay :—

Sir,—In conformity with the promise I made you in the month of September last, I have the honor to transmit to you, to-day, a statement, as complete as possible,

of the information I have been able to obtain in relation to Lake Témiscamingue and those points on the Ottawa where the Government intend to carry out certain improvements in the interest of trade and settlement.

I am happy to present a report favorable to the plan I mentioned to you of deepening the upper rapids of the Long Sault, in order to lower the level of Lake Témiscamingue. This I hope to establish in the sequel of this paper.

I.—Plan of Constructing a 48 feet Dam at Mountain Rapid (Ottawa River).

Present plan.—From the papers kindly exhibited to me at his office by the Deputy Minister of Public Works, it is proposed to unite Seven League Lake with Lake Témiscamingue, in order to create a vast reservoir, destined to regulate the supply of the Ottawa River.

This uniting of the two lakes, aforesaid, is to be effected by means of a dam of 48 or 49 feet, serving to obliterate the Long Sault Rapids, which, for a distance of 6 miles, present an almost insurmountable obstacle between Témiscamingue and Seven League Lake.

The said dam would be constructed at the head of the rapids called the Mountain Rapid, which constitute the lower end of Seven League Lake, 11 miles from Mattawa.

II.—NEW PLAN, MORE SIMPLE AND MORE ADVANTAGEOUS.

1st. Lower the dam.

2nd. Bring it nearer to Mattawa.

With your leave I beg to suggest a new expedient, which seems to me more simple, and, in every respect, more advantageous.

I suggest to take off 16 feet from the height of the proposed dam, and to locate it at Maple Rapids instead of at Mountain Rapids.

III.—REASONS IN SUPPORT OF NEW PLAN.

Reasons for lowering the dam.—By lowering the height of the dam you secure the object in view (which I shall show hereafter), and, moreover, insure the following advantages:—

1st. Reduction of cost proportioned to diminution of work.

2nd. With less work, a more substantial dam can be erected.

3rd. In proportion as it is lowered, the body of water confined in the basin will exact less pressure on the masonry of the structure and less imperil its duration.

4th. If, perchance, any part of the banks were too low (which I do not, however, believe) to retain the freshets, a reduction of 16 feet in the level of the basin would diminish the evil or obviate it entirely.

5th. In the event of a canal being constructed, the number of locks would be reduced, and it would take less time to raise vessels from the lower to the upper basin and *vice versâ*.

6th. The slide for rafts and other lumber would have less of a fall, would not require to be so long, and would be more easily kept in repair.

II.—Reasons for preferring Maple Rapids to Mountain Rapid for the construction of the Dam.

1st. The Mountain Rapid is 11 miles distant from Mattawa; Maple Rapid is only 7 miles distant. This adds 4 miles to the navigation of Lake Témiscamingue and brings it, so to speak, to Mattawa.

2nd. Between the Maples and Mattawa there is only one rapid on the Ottawa River, that of the Cave, and if a canal were made there the navigation of Témiscamingue would be continuous to Mattawa.

And in the event of the plan already proposed for the opening of a line of canals by the Mattawa River being carried out, Lake Témiscamingue would be placed in direct communication with Nippissing, the Georgian Bay and the great lakes. As the spirit of progress spreads day by day in our young country, would it be a matter

of surprise if, in the near future, Lake Témiscamingue were to be connected with Lake Abitibbi and, through the latter, with Hudson Bay?

The missionaries who, year after year, skim these vast waterways in their frail bark canoes, cannot help thinking that the connecting of this great group of lakes (several of which are really smaller seas) by means of a skilfully-distributed system of canals, is anything but a matter of impossibility; and that the whole would constitute not only one of the characteristic beauties of our country, but an undeniable source of wealth and prosperity. This is not a place to give a description of this section of the country, but suffice it to say, by the way, that the wealth of every description which it contains is but little known. Now, Témiscamingue is the natural outlet of all this region; it is, therefore, of the utmost importance to open communication between it and the rest of the Province, the entrance to which is, so to speak, only barred by a wretched rapid.

3rd. But setting aside, for the present, all speculations foreign to or only remotely connected with the project with which we are occupied, I maintain that nothing could be easier than to construct a branch of the railway from the Mattawa station to the head of the dam, a distance of about 7 miles, the ground being exceedingly favorable, by following the banks of the river, or by traversing a township already pretty well settled.

4th. Even as regards the transport of material required for the construction of the dam, there will be an evident saving in cutting off 4 miles of difficult navigation or rough roads.

5th. The effect sought to be produced at the period of low water in the Ottawa by the creation of this basin would be felt still more sensibly by thus bringing the reservoir nearer to the lower reaches of the river.

6th. By extending the reservoir for a distance of 4 miles the consequent increase in the body of water might be considered as a compensation for the loss involved in my proposal of a reduction in height, should any objection be raised on that score.

7th. The topographical conditions of the Mountain Rapid are certainly most favorable to the construction of the dam; but in that respect the Maple Rapids are in no way behind the former, as you may see by examining the maps I have made of the two localities, viz.:—

1st. Channel, narrow—231 feet.
2nd. Channel, shallow — 2½ fathoms. Shallower than Mountain Rapid, which is 5½ fathoms.
3rd. Strata transversal, of solid rock, but easy to work (sandstone).
4th. Continuous, high, precipitous banks up to the mountain and beyond.
5th. Good freestone in abundance (sandstone).

IV.—POSSIBILITY OF CARRYING OUT THE NEW SCHEME.—MEANS OF ACCOMPLISHING IT.—LOWERING OF LAKE TÉMISCAMINGUE.

1. *Preliminary Remarks on Lake Témiscamingue.*—The Indian word "Témiscamingue" means "deep waters." It is, in truth, a lake of incredible depth, for it averages over 100 feet, and in several places reaches the enormous depth of some thousands of feet. Its length, from the head of Long Sault to the mouth of the Blanche River, is 70 miles. The greatest width, which is near the head of the lake, is 9 or 10 miles.

It was long thought, but erroneously, that this lake was the source of the Ottawa River; yet if those who adopted that opinion had undertaken a little excursion into our wild country they would, to their surprise, have been enabled to ascend for several hundred miles further the course of the beautiful river, and to have found it equally grand and majestic beyond Témiscamingue as beneath the noble bluffs of the Capital.

In a word, Lake Témiscamingue is nothing more than a vast expansion of the River Ottawa. It is also the longest expanse of continuous navigation to be found throughout the whole course of the richest tributary of the St. Lawrence.

On the latter ground, what precious advantages for commerce and industry might be derived from the utilization of 70 miles of navigation through a country where all products abound, with vast tracts of land whose fertility is crowned by a beautiful climate; where thousands of settlers might establish themselves in comfort, and transform the uninhabited wilds into veritable granaries of plenty.

Now, the dam in question would, of a certainty, be the most effectual means of utilizing this navigable highway and of imparting to it its full development, by adding some 30 miles to its length, and it is just for the purpose of promoting that great end that I have undertaken to demonstrate the practicability of an expedient calculated to remove serious difficulties. Now, the expedient I propose is the lowering of Lake Tèmiscamingue. This lowering is not only possible, but also quite easy of execution.

By reason of its great depth, Lake Témiscamingue would not suffer any detriment from a reduction of say 20 feet in its level.

How to accomplish the lowering of the level of Lake Témiscamingue.—A glance at the several maps and comparative tables I have prepared will show that to secure a reduction of 21 feet 6 inches in the level of Lake Témiscamingue it will be necessary to remove the stony ridges which cause the three upper rapids of the Long Sault, namely:—

1st. The Head	7 ft.	3 in.
2nd. L'Islet	4	9
3rd. Rapid Plat	9	6
Or a total of	21 ft.	6 in.

So much as to the level, or to reduce Lake Témiscamingue to the level of Le Remous du Diable.

Further excavation would, of course, be required to secure a channel of suitable depth. But I leave that point to be estimated by experts, pointing out, meantime, that judging from the soundings faithfully stated in my tables, the dredging of a dozen feet additional would not be a great matter, since each rapid is separated from its neighbor by deep and extensive eddies.

These three rapids are located in *échelon* along a distance of about 1⅛ miles. Evidently, for the reasons I have just given, it would not be necessary to dredge throughout the whole distance.

Moreover, the bed of the rapids, down to a great depth, consists merely of boulders, which are easily susceptible of removal.

1st Objection.—Certain narrow parts of Lake Témiscamingue, such as Presqu'ile and Opimikong, would be changed into rapids, if the level of the lake were lowered 20 feet; and in the attempt to remove one obstacle we should be creating another equally as great, or perhaps greater, by interrupting the splendid navigation of the lake itself.

Answer.—It is quite true that at Presqu'ile and Opimikong (but there alone), located respectively 1 mile and 12 miles from the head of the Long Sault, there would be a break in the line; but it will be seen, on examination, that these are but short bars, a few acres at most, with deep water immediately above and below them, and can easily be removed; for in this case also the bed consists only of boulders.

(See the "Comparative Table" and the "Chart of Soundings.")

2nd Objection.—Will not all this dredging involve an outlay far greater than that sought to be avoided by carrying out the levelling in this manner? And, in short, would it not be more economical to build a 49 feet dam?

Answer.—This objection I meet by two considerations derived from the advantages resulting from the building of the dam on the one part, and on the other showing the benefits the lake would receive directly from the lowering of the level, independently of the reservoir, the dam and all its consequences.

Now, in what precedes I have, I think, sufficiently set forth all the reasons in support of the first part of my thesis, *i.e.*, that other things being equal, it is more expedient to lower the level of the dam, &c.

It now only remains for me to prove that the works I have suggested, at the head of the Long Sault, are calculated to produce immense benefits; and that even though neither the dam nor the reservoir were constructed, it would be necessary, in the interests of Lake Témiscamingue, to carry out those works.

V.—RESULTS OF THE LOWERING OF LAKE TÉMISCAMINGUE.

I. Besides the evident advantage of diminishing by 21 feet 6 inches the height of the dam, if placed at the Mountain Rapids, and by 16 feet if placed at the Maples, the lowering of the lake would produce results still more valuable as regards the lake itself.

In calling attention to Lake Témiscamingue, let it not be fancied that I am speaking of an insignificant corner of the earth which might well be left in obscurity, or to whatever fortune the future may bring. I am dealing with a vast territory, a valley some hundreds of miles in extent, a jewel of the Dominion, equalling in fertility the brightest gem in the Crown.

I have made this short digression to show that I am not to be reproached with giving too much importance to the subject in hand, or to a matter of insignificant moment.

II.—THE PRAIRIES.

Notwithstanding its astounding depth, Lake Témiscamingue has numerous and extensive bays, which are simply inundated prairies. Nothing can equal the fertility of these lands, consisting, as they do, of nothing but the richest alluvium. Moreover, the higher parts of these prairies, which are uncovered at low water, give most ample proof of their fertility by the abundance of forage they yield during the two months they are exposed to the beneficent influences of the light and heat.

But over two-thirds of these bottom lands are to be allowed to remain for ever buried beneath 3 or 4 feet of water.

Let these submerged plains be uncovered, and whole townships will stand forth, as by enchantment, ready for the plough without compelling the settler to undergo the heavy toil of clearing.

At the head of the lake alone I calculate there are 13,000 acres of this valuable land, and at other places more than double that number.

Would not the acquisition of such lands as these suffice, of itself, to indemnify the Government for the whole outlay? Let these lands be sold at higher prices than other lands. No one will object to this. Say, for instance, 25,000 acres (the quantity is greater) at $4 or $5 per acre, and you have a sum of $100,000 or $115,000.

Where is the settler who would not give $5 per acre to get his land cleared? Here we pay $9 or $10 an acre to get the land cleared of brush and rubbish.

III.—WET LANDS.

But there is something more, and to this I would specially call attention. All the lands at the head of the lake, that is to say, those along the rivers Blanche, Ottawa and Otter, remain submerged too late in the spring to allow the settlers to sow them in proper season. Late sowing is followed by late ripening. Then come early frosts, caused precisely by over-prolonged moisture of the soil, and in one night the settlers' fairest hopes are blighted. Last summer I myself saw splendid fields of wheat blighted by a single untimely frost. Let it not be inferred from this that the climate is an inclement one. A few miles away, in well drained lands, the crops were quite uninjured.

Yet the finest and most fertile lands are those which have had to suffer.

What is the remedy for this? Lower the level of Lake Témiscamingue.

The two reasons above mentioned would, of themselves, go far to settle the question, but there are others still.

THE SILVER MINE.

This mine, which is already a celebrated one, has attracted the attention of several capitalists, but there is a difficulty; the richest lodes extend beneath the lake,

but not under very deep water. Mr. Wright, who is himself the proprietor of the mine, says that lowering the lake, even 15 feet, would enable him to work the mine easily.

OBATJIWANING BRIDGE.

Obatjiwaning is the narrowest part of Lake Témiscamingue, but the depth of water in the middle of the strait is 11 fathoms. This is the point where the bridge of the St. Jérôme and Témiscamingue Railway would probably be built. Here also the lowering of the lake would be of great benefit.

V.—COROLLARY.

After the three powerful motives I have just enumerated, I cannot refrain from saying this: how absurd and disastrous is the idea entertained by those who propose to erect a dam at the head of the Long Sault.

Those persons evidently know nothing about Lake Témiscamingue.

VI.—OBJECTION.

But would not the Blanche, said to be navigable for a distance of some 30 miles cease to be so, if the lake were lowered?

ANSWER.

I do not believe it; and for the following reasons. In the first place, the Blanche is very deep; moreover, it flows through an alluvial soil, in which it will soon deepen its channel, so soon as its waters receive the least incline.

But even though that should not take place, it would be a smaller matter to destroy the navigation of the Blanche than to leave the splendid lands on its banks to be inundated.

VII.—SPECIAL REASONS FOR HURRYING ON THE BUILDING OF A DAM BETWEEN TÉMISCAMINGUE AND MATTAWA.

1. *The Lumber Trade.*—The possibility, utility and economy of constructing a dam in accordance with the plan I suggest being established, what is to be the conclusion? That the sooner the dam is built the better it will be for every interest connected with the Ottawa valley, and, I would add, for the interest of the city of Ottawa itself.

I agree on this point with those who hold that this dam is the only means of securing for the capital of the Dominion the trade of the Upper Ottawa.

Yes, if these works are not speedily carried out our rich products will be directed by rail towards the great lakes. It is, therefore, a matter to which the Government at Ottawa cannot remain indifferent.

Témiscamingue is the great, I may say, the only outlet, present and future, of the inexhaustible wealth of the forests surrounding both it and its tributaries, over an area many hundreds of miles in extent.

Towards these untouched forests the attention of capitalists, eager to secure a share of the lumber trade, is now beginning to be directed. While a multitude of limits, in fact, whole tracts of country have been devastated and ruined, perhaps for all time, in other parts of the Provinces, the valley of Témiscamingue is still almost intact. There is, therefore, room to hope that the lumber trade will continue to exist here for many years yet. It is then the interest of the Government to adopt every means of securing the important revenue derived therefrom and, at the same time, to protect the interests of the firms engaged in the work.

Now, so long as there is a Long Sault between Témiscamingue and Mattawa, so long must industry, trade, agriculture, &c., remain stagnant in that district. The Long Sault is the nightmare of business men, the horror of the poor shantymen. He who succeeds in doing away with it will be justly regarded as a benefactor to suffering humanity. Here man has to do the work of steamboat, locomotive, waggon and beast of burden. No navigation on the water, no road on the land. Here your fine

gentleman must come down to the level of the working man, and the *habitué* of the Pullman would be only too glad to take refuge in a third class-car.

Thus it is, that every one venturing into this remote world called Témiscamingue, must take his share of the miseries of the Long Sault. Does it not seem as though this formidable rapid were the angel with flaming sword appointed to guard the entrance of the earthly paradise?

And when we reflect that a 32-foot dam would do away with the obstacle, the wonder is that it was not built long ago.

Should the prospective outlay be one of the causes of this delay, permit me briefly to enumerate the yearly returns of revenue this dam would bring to the Government, as regards the timber trade alone.

I have these details from Mr. O. Latour, proprietor of limits on Témiscamingue and the Kippewa, and a man of great experience in business:—

1st. Two thousand cribs pass through the Long Sault yearly. The passing of each crib costs $3.

If the Long Sault were obliterated by a dam at the Mountain or the Maples, the running of each crib would not cost more than from 5 to 10 cents.

Now, by erecting a slide at the dam the Government could levy a toll of $1.50 or $2 per crib, which would give a yearly revenue of $3,000 to $4,000. The timber owners, even after paying that toll, would be the gainers by $1 per crib, to say nothing of the safety and rapidity of transit, and freedom from the fears and accidents unavoidable in the Long Sault.

2nd. To take a raft through the Long Sault is the work of three or four days. With a dam at the Mountain or at the Maples, a steamboat would tow the rafts from the head of the lake to the slide, a distance of 101 miles. There, if found most expedient, the timber might be forwarded by train to any part of the country.

3rd. The cost of carrying provisions from Mattawa to Témiscamingue is $2 per 100 lbs. With the dam built, the cost would be 75 to 80 cents only.

Hay, which is sold below at $10 per ton at the highest, costs here $50.

4th. Each year a million of logs pass out of Lake Témiscamingue. Thousands of them remain stranded on the shoals of the Long Sault.

2. *Settlement.*—The lands, even after survey, remain unoccupied, because between Mattawa and Témiscamingue there stands a barrier which can only be passed by paying out money, and at the risk of heavy loss by the poor settler.

VIII.—PRACTICAL CONCLUSION.

It is time to conclude. If I have well fulfilled the task I have undertaken, I must have said enough to open the eyes of the Government as to this section of the country, which has been too much ignored and neglected.

What has not been done for Lake St. John? And yet, with a smaller outlay, Témiscamingue would yield a hundred fold more than Lake St. John.

How much do we not hear about Manitoba and the prairies of the North-West; and yet here, quite near us, are lands fully equal to Manitoba, to say nothing of the water and the timber.

Témiscamingue has a charming climate; all cereals grow there in abundance; grapes ripen in the open air. Mineral wealth (lead, silver, &c.) is not wanting. The woods are fragrant with sweetest odors, and there is an abundance of the purest running water.

Fish swarm in the lakes and smaller rivers, and especially in the vast basin, where vessels of the tonnage of the "Great Eastern" may float in safety beside the light bark canoe.

If, with the useful, it is desired to find the agreeable, Témiscamingue is quite the equal in natural beauties to the picturesque banks of the Saguenay. On our lake of fathomless water, nature by turns, simple and magnificent, gay and severe, has its attractions for all tastes. The painter will here find color, the poet sighs, the tourist emotion, the weary relaxation, and the man of enterprise a field for action.

In short, there is here a vast territory well fitted for thousands of our people who take refuge abroad, and who would be here assured of a good living, prosperity and comfort.

What is needed, Sir, in order to bring in these settlers and create here hundreds of flourishing townships?

Perhaps but one word from yourself, Sir—one sign of approval on your part. You have done your part in all the noble and useful undertakings of our day, which serve to advance and elevate our country. Is this one alone to be found undeserving of your favor?

I cannot believe it, Sir. All eyes are looking towards you, in the hope that you will extend your powerful protection to the interest of this section of the country.

And if we, poor missionaries, venture to raise our humble voices to-day, it is because, in the first place, we know that in our country the interests of colonization are the interests of religion. In the second place, it is because we feel that your enlightened views, prudence and energy, render you eminently capable of carrying out this great undertaking.

This, also, will, I trust, be my excuse for interfering in matters of which I perhaps know but little. I do not, of course, pretend to force my opinions upon an yone, but simply to offer my views in a straightforward manner. Should any of my opinions meet your approval, I shall be much gratified, more especially if, in the end, they should in any degree benefit my country.

I have the honor to be, Sir, your obedient servant,

C. A. M. PARADIS, *Priest, O.M.I., Missionary.*

TÉMISCAMINGUE, 29th December, 1883.

REPORT

OF THE

COMMISSIONER

OF THE

NORTH-WEST MOUNTED POLICE FORCE.

1884.

Printed by Order of Parliament.

OTTAWA:
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1885.

To His Excellency the Most Honourable the Marquess of Lansdowne, Governor General of Canada, &c., &c.

MAY IT PLEASE YOUR EXCELLENCY,

The undersigned has the honour to lay before Your Excellency the Annual Report of the Commissioner of the North-West Mounted Police Force.

Respectfully submitted,

JOHN A. MACDONALD,

Superintendent-General of Indian Affairs.

THE OFFICE OF THE COMMISSIONER, NORTH-WEST MOUNTED POLICE,
REGINA, N.W.T.,

SIR,—I have the honor to submit this my Annual Report for the year 1884.

The general police work which we have been called upon to perform has been necessarily more severe, owing to the extended field of our operations, and the influx of population, than in any previous year. The calendar of crime is, I regret to record, headed by five cases of wilful murder within our jurisdiction—two by South Piegan Indians, one by a negro and two by white men. Those by Indians are treated of under that heading, and those by the last mentioned under the heading of the Canadian Pacific Railway.

The case of the negro, Jesse Williams, is as follows: On the 8th February last report was made to Inspector Steele, commanding at Calgary, that a man named Adams had committed suicide in the town. Inspector Dowling and Assistant Surgeon Kennedy examined the body, and reported that murder had been committed; it was found that a negro had been seen in conversation with the deceased shortly before the time that the deed must have been done. Sergeant-Major Lake and a party were dispatched to the negro's tepee, and there found him with traces of blood on his hands and clothing. This he explained to have been caused by some beef which he had been carrying, but it was found, on enquiry, that the meat he had bought was frozen hard. On searching the murdered man's premises a razor was found, coated with blood, and tracks in the snow leading from the back door, coincided with the negro's overshoes. Later in the day a man reported that in moving a hay-pressing machine near the butcher's shop, he had discovered a number of bills and a glove with marks of blood upon them. The latter was identified by some other occupants of Williams' tepee as being his property, and shortly afterwards he confessed his guilt. He was executed at Calgary on the 29th March.

On the 3rd April sentence of death was carried into effect at Regina in the case of the brothers Stevenson, who were convicted in September last year. It is satisfactory to record that at the last moment, when the prisoners were compelled to abandon all hope of pardon, they fully admitted their guilt and the justice of their sentence.

A man named William Reid, popularly known as "Buckskin Shorty," was stabbed and killed near Calgary, on the 1st June last, by one John McManus, in a drunken quarrel. He was tried before Col. Macleod and a jury, found guilty of manslaughter, and sentenced to six months' imprisonment with hard labor.

The following is a recapitulation of cases tried in the North-West Territories during the past year as compared with the number tried in 1883:—

	1883.	1884.
Murder	1	2
Manslaughter		1
Arson		2
Shooting with intent	4	1
Horse stealing	12	31
Bringing stolen horses into Canada	17	15
Cattle stealing		1
Forgery	2	2
Larceny	18	51
Embezzlement	2	2
Robbery, attempt at		1
Burglary		7
House-breaking		7
Non-payment of wages	97	72
Deserting employment		3
Selling intoxicants	13	33

	1883.	1884.
Giving intoxicants to Indians		4
Intoxicants in possession	66	114
Refusing to give information concerning liquor		3
Gambling	29	35
Assaults and battery	4	42
Indecent assault		3
Drunk	10	38
Drunk and disorderly	12	23
Cattle killing	13	1
Insanity	1	10
Keeping house of ill-fame		10
Inmates of do		10
Vagrancy		25
Receiving money under false pretences	6	7
Smuggling		3
Bigamy		1
Setting prairie on fire		4
Placing obstruction on C. P. Railway		4
Miscellaneous	37	28

INDIANS.

On the 14th January last I forwarded a report, called for by your letter of the 18th December, 1883, as to the indiscriminate camping of Indians in the vicinity of towns and villages in the North-West, and as to a suggestion by the Deputy Superintendent General of Indian Affairs, that Indians should not be allowed to leave their reserves without a permit from the local Indian agent. I pointed out that the introduction of such a system would be tantamount to a breach of confidence with the Indians generally, inasmuch as from the outset the Indians had been led to believe that compulsory residence on reservations would not be required of them, and that they would be at liberty to travel about for legitimate hunting and trading purposes. This concession largely contributed to the satisfactory conclusion of the treaty with the Blackfeet, and I am sure that your decision in the matter, namely, that discretionary power, according to circumstances, should be vested in the officers of police, was wise and sound. As to the complaints which were made to the Deputy Superintendent General on the occasion of his visit to the Territories, I would remark that the social evil is as difficult of repression in an Indian as in other communities, and that for its existence the white man is solely to blame.

On the 13th January last, Sergt. Fury, with one constable and an interpreter, arrested an Indian at the Blackfoot Crossing, who was charged with horse stealing. Prior to and after the arrest, about seventy or eighty Indians crowded round the escort and attempted to intimidate them into setting the prisoner free; one "Whitecap," the head soldier of the Blackfoot camp, seizing the horse by the bridle and refusing to allow the buckboard to pass unless extra rations were given them. Finally Sergt. Fury got away with his man, and Inspector Steele, who was commanding at Calgary at the time, visited the camp next day with twenty-five men, with a view of making an example of the ringleaders in this obstruction of the police in the execution of their duty. "Whitecap" had gone to Calgary where, with another ringleader named "Red Meat," he was subsequently arrested. As the other ringleaders could not be identified, the gravity of the offence was pointed out to the Indians generally, and they promised amendment in future. The prisoners were severely reprimanded and discharged by Col. Macleod, Stipendiary Magistrate, in due course.

In February last a little trouble occurred with the Indians on the Crooked Lakes reserve, near Broadview, which at one time bid fair to assume somewhat serious proportions, but which happily passed off in due course. The Indians in question

belonged chiefly to Yellow Calf's band, and had congregated at a small untenanted house in the Qu'Appelle valley to dance. The dance began on the 13th February and continued for about a week without intermission, at the end of which time provisions were exhausted, and the Indians were in a state of excitement sufficient to subordinate all other considerations to the craving for more. Thus a party of about sixty men visited and broke into the farm buildings of the reserve and, carrying away a large quantity of flour and bacon, resumed their former amusement. On a telegram from Mr. Keith, the farm instructor, to the Assistant Indian Commissioner, who was also administrator in the absense of the Lieutenant-Governor, Inspector Deane and ten men proceeded to Broadview on the 21st February. Arriving there at night and hearing reports which he had no present means of verifying, the officer telegraphed to headquarters for ten more men, and the next day proceeded to search for the ringleaders. It happened, however, that the band were still in the valley, and as the party did not arrive on the scene until 7 p.m., and as it was out of the question to attempt any arrests that night, Inspector Deane sent his party to the farm, eight miles off, and went with Mr. Keith, a sergeant, and the interpreter, to the house in question, to reason with the Indians and gather information as to their probable intentions. After a talk of about three hours, during which the Indians set forth their grievances and firmly declined to yield up any of their number to justice, Inspector Deane returned to the farm, where Col. Macdonald, Indian agent, Superintendent Herchmer, and the ten additional men arrived about 1 o'clock next day. The whole party now proceeded to the valley, where the Indians were expecting them, having heard of the new arrivals. As the head of the procession of jumpers and sleighs approached the house, they were sternly waved off by armed Indians who appeared from within, and who would allow no one to approach the door. The men dismounted and a parley ensued between the Indian agent and police on the one hand and Yellow Calf and sundry other Indians, who professed to be desirous of obviating bloodshed on the other. The names of the ringleaders were communicated to Yellow Calf and their persons demanded, but without success, and an order to the men to "fall in" produced a determined show of resistance; the house bristled with muzzles, and most of the party were covered at such a short distance that persistence would have been foolhardy and fatal. At the suggestion of a headman, named Osoop, the police adjourned to his house, with some of the leading Indians to talk the matter over, the result being that the police withdrew to the farm for the night, while the Indian agent remained to prolong his persuasions; he reported no success in the morning, however, and the Administrator arrived by special train in the afternoon. Indian Agent Macdonald was dispatched to inform the Indians of his presence and to invite them to a conference at the farm at 9 a. m. the next day. After talking the greater part of the night, they consented to come, and came accordingly, but with military precautions. After continuous talking rom 9 a.m. till 4.30 p.m., four of their number, viz., Yellow Calf, Kanawas, Penne-pa-ke-sis and Moyes, gave themselves up for trial, and the remainder promised to disperse. In consideration of the good offices of Yellow Calf, who had set a good example to his followers from the first, and to whom certainly was due the preservations of the peace on the 23rd, the charge against him was withdrawn; the remaining three pleaded guilty of larceny before Col. Richardson, at Regina, on the 28th inst., and were by him discharged, to come up for judgment when called upon; probably the most satisfactory conclusion of a troublesome affair.

On the 16th May, at the request of the Assistant Indian Commissioner, I accompanied him to Indian Head, with a view to dissuade Pi-a-pot and his band from leaving their own and proceeding to Pasqua's reserve, in order to hold a "sun dance.' From Indian Head we went to the Assinibone camp, about fifteen miles distant, and on the way thither met Pi-a-pot accompanied by his whole camp, consisting of about seventy lodges, and by "Long Lodge" with about fifteen lodges of his people. Leaving them for the moment, we went on to the Assiniboine camp, where we found "Jack" or "The-man-that-took-the-Coat" and his following, who had abstained from joining the expedition, and after applauding their behavior and encouraging them to

remain on their reserve, which they promised to do, we retraced our steps to Indian Head.

On the following day the Assistant Indian Commissioner and I visited "Long Lodge" in his camp, and enquired his reasons for leaving his reserve. He complained that his people were not supplied with fresh meat, that there was no stream of running water on their reserve, that numbers of his people were dying, and that if they stayed there they would all die. Leaving him to think over what we had said, we then went to Pi-a-pot's camp. Pi-a-pot's grievances were much the same as "Long Lodge's," and he wished to remove his people to some place where they would be able to catch sufficient fish for sustenance. Having explained to him that the Government would not permit armed bodies of men, whether Indians or whites, to roam about the country at large, and that he must well consider his future movements, we left him to reflect thereupon, and returned to Regina for an escort.

On the 18th inst., with a detatchment under the command of Superintendent Herchmer, consisting of fifty-six of all ranks with thirty-five horses, and one seven-pounder gun, I left Regina for Qu'Appelle, arriving there the next day; thence to Pasqua's reserve, where we heard that Pi-a-pot and his followers had left Troy, and with a view of avoiding the police, had struck across country towards the west end of the Qu'Appelle lake. Having ascertained his whereabouts, and timing our movements so as to reach his camp early in the day, at dawn of the 21st of May we started in pursuit. When within about four miles of the camp, I rode on with the interpreter, and on approaching, found that the Indians were still asleep in their lodges. An alarm given however was quickly spread, and the inmates were speedly mounted and armed, and the camp struck for action. I rode direct to Pi-a-pot's lodge and told him that I had not come to fight, but to persuade him to return with his followers to their reserves. After some representations by him, in consequence of which I promised to ask the Assistant Indian Commissioner to come and see him, the whole party were persuaded to follow us back to Fort Qu'Appelle, and camp there, pending Mr. Reid's arrival. He came that evening, and the next day went with me to Pi-a-pot and "Long Lodge," to whom I explained the illegality of their present proceedings, and who agreed to follow my advice and return to their reserves at once. They were all on the road thither the following morning, being escorted to their destination by Superintendent Herchmer's detachment, after which the latter returned to head quarters

On the 28th of May, about daylight, it was reported to Superintendent McIllree, commanding at Maple Creek, that a settler named Pollock had been shot during the night at Fish Creek by some men who were trying to steal horses. The officer's report stated "that Pollock heard some noise in the corral amongst the horses and went out in his flannels without a rifle; he must have encountered the horse thieves just outside his house and closed with one of them, as the rifle with which he is supposed to have been shot was found close to him. Two men slept in the house with Pollock; another in the house about sixty yards off. None of the men heard Pollock go out, but were awakened by the shots. On going out to the corral they found Pollock lying on the ground, wounded, with a Winchester rifle beside him. When taken into the house he said he was sure that it was an Indian who had shot him and that he had closed with him. The shots must have been fired close to him as his shirt was burnt by the powder. One ball went clean through his body, the other could be felt under his skin. I went out myself on receipt of the information and found that Pollock had died some little time before I got there. We followed the trail of the party from near the corral where the murder took place; there were tracks of five unshod horses. I accompanied the pursuing party for a short distance and then returned to the post.

Sergt. Paterson, who, with a guide, one non-commissioned officer, and three men formed the pursuing party, thus describes the pursuit: "We found footmarks behind the corral on the further side of the house, and about 400 yards further on, the tracks of five unshod horses were plainly marked; we took up the trail at this point and followed it as rapidly as possible in a southerly direction. * * * About

twelve miles further on we found where they had camped, evidently for some days previously, on the top of the highest butte in the vicinity, from which point they could plainly see Pollock's house; footprints were found here in the mud of moccasined and one of bare feet. They had left this place by a coulée running down the south side of the ridge in a south-easterly direction, which we followed at a rapid pace for thirty miles, until the head of Davis' lake was reached; here the tracks crossed Cottonwood Creek at its mouth, and our horses sank so deep in the mud that we had to go further up to cross safely, and went down the south side until the trail was struck again; following the same for about fifteen miles, going more to the south, we reached Battle Creek, followed the creek down about fifteen miles south-east and crossed, continuing on the same direction for twenty miles and nearly to the ridge on the boundary line called the 'Old-Man-on-His-Back.' Here the trail led due west along the line, crossing and recrossing the same. About fifty miles from the 'Old-Man-on-His-Back,' the Fort Walsh and Benton trail was crossed, and here we dismounted and examined the trail very carefully. We found the tracks of eleven horses and eight men, the horses being led by the men; these were very plainly marked, on account of no grass being on the waggon road; the tracks led on due west, which direction we followed, keeping from one to two miles north of Wild Horse Lake, the tracks becoming more and more indistinct, on account of the trail going over rocky ground, and the manner in which they (the fugitives) scattered out.

"I was certain that we were some distance in American territory, and, having lost the trail, considered it useless to proceed further, knowing that the rocky ground continued for miles. We made the return journey in about 100 miles, coming over the Ten-Mile crossing.

It is my opinion, and also that of Sergt. Fauquier and Paul Leveille, the guide, from the style of the moccasins found, other signs on the trail, and the general direction taken, that these parties were either Blood Indians, from the Belly River, near Fort McLeod, wishing to mislead any pursuing parties as to their destination, or South Piegans, from the American agency on Badger Creek, Montana."

That the latter was the true solution of the problem subsequently appeared from a report from Mr. Pocklington, Indian agent on the Blackfoot reserve, with whom Superintendent McIllree communicated at the outset as to what Blood Indians were off their reserve at the time. Mr. Pocklington said: "On receipt of your message per Inspector Steele, I caused enquiries to be made, and found that, so far as we knew, there were seven young Bloods in all away; they left for Montana and have not yet returned. I saw one of the South Piegan Indian police on Wednesday, 4th June, at Macleod, and he informed me that a large number of Piegans were away somewhere in your neighborhood, and three days before, that would be the 1st June, a number of young Indians returned (could not give me any names) presumably from the rai'road.

Indirect information of this has since been received from camp gossip carried to Jerry Potts, the interpreter at Fort Macleod, to the effect that the man who shot Pollock was in the South Piegan camp.

At the end of June, in consequence of complaints having been made to the Lieutenant-Governor that Indians were committing depredations in the neighborhood of Indian Head, a small party of mounted men was detached thither to patrol that section of the country, under the direction of the Indian agent. The non-commissioned officer in charge of the party reported that the settlers had been annoyed by numerous petty depredations, which he had reason to believe were caused by small bands of strolling Indians rather than by those on Pi-a-pot's reserve. The annoyance ceased on the appearance of the police, who were withdrawn when the Indian Department had no further occasion for their services.

In connection herewith, I would say that Indians are apt to be credited with commission of offences of which they are often innocent; and, further, that settlers are expected to take reasonable care of their property. There is no lack of unscrupulous men who will take advantage of the proximity of unoffending Indians to lay to their door offences of which they themselves, are the sole authors and perpetrators.

In August last a settler reported that a party of Indians had forcibly entered his house, the door of which was padlocked, by drawing the staple, and abstracted certain articles. The Indians were followed and arrested early the next morning, and when tried, the prosecutor wished to withdraw the charge; and his brother stated that, so far from the entry being forcible, it was easier to draw the staple than to unlock the padlock, and, as a matter of fact, he always drew the staple himself when he had occasion to enter. The articles stolen consisted of a dollar and a-half in silver, a little flour and a knife. It is probable that had the staple not been so easily drawn the Indians (Sioux) would not have committed the crime for which they were punished, and seeing the difficulty of teaching all Indians the white man's notions of *meum* and *tuum*, it the more behoves settlers to consider that prevention is better than cure.

On the 14th June Mr. Murray, the Assistant Superintendent on the Canadian Pacific Railway, reported to headquarters that obstructions had been placed on the railway near Caron. A tomahawk had been driven in between the ends of two rails, and a few yards further on a piece of iron, called in railway parlance a hanger, had been placed over a rail, with its ends firmly fixed under a sleeper. A party of Indians was seen in the neighborhood of the obstruction heading for Moose Jaw, and thither a non-commissioned officer proceeded to make enquiries, but was unable to gather any information. On the 17th, however, it was reported that an iron rail had been found placed along the track near Parkbeg, and Sergt. Blight, three men and an interpreter mounted, were at once despatched by rail to Swift Current, with orders to work back along both sides of the track towards Moose Jaw; they returned to headquarters the following day, bringing with them three Indian prisoners, whom they had arrested on suspicion. At the preliminary examination of these men, on the 21st, it transpired that two of them, who were brothers, Assiniboines, named Ah-kee-tap and O-see-wat-a-ta, could point out the actual culprit, and were willing to do so. A passing freight train was detained, and men and horses, with one of the informers, were immediately dispatched westward again. Two days later they returned, bringing in an Indian named "Buffalo Calf," who had been seen to place the rail on the track by the brothers aforesaid, and who was subsequently convicted on their evidence before Col. Richardson and a jury, and sent to the penitentiary for two years. This "Buffalo Calf" was brother-in-law to the witnesses, and his motive for committing the crime could not be ascertained. He appeared to have found the rail lying alongside the track, and was warned by Ah-kee-tap that it would throw the train off. "Buffalo Calf" told the interpreter, on one occasion, that a white man had told him to place the rail along the track, but the conversation happened to be interrupted and the Indian could not be induced to re-open the subject afterwards. The other Indians were discharged.

It is fortunate that the Indians generally have not developed this terrible method of redressing their grievances, whether fanciful or not. That such has not escaped their notice is shown by the Indian Osoop's reference thereto at the time of the Crooked Lakes disturbance. He pointed out to Inspector Deane, on the evening of the 22nd February, that the Indians fully recognized the power for evil that lay in their hands with regard to the railroad, and their abstention from such mischief is much to their credit.

Soon after midnight, on the 18th June, report was made to the officer commanding at Battleford by Corp. Sleigh, of the detachment at "Poundmaker's" reserve, that an Indian had assaulted Instructor Craig, of the Indian Department; that he had followed the offender to the camp, where a large number of Indians had congregated for their annual "sun dance;" that the chiefs to whom he made application had refused to deliver him up, and that the attitude of the Indians generally was so threatening that he felt it would be imprudent to attempt the arrest with the small number of men he had with him; he therefore reported the matter to Superintendent Crozier, commanding "D" division.

The gist of the complaint, as subsequently represented to Superintendent Crozier by the Indians, was that Mr. Craig had refused to give the Indian some flour

which he asked for, and had "shoved" him, on which he struck the Indian Department official.

Superintendent Crozier, with Inspector Antrobus and a detachment of twenty-five men, accompanied by the Indian agent, proceeded at 9 a.m. of the same day to the camp. Leaving the detachment at a distance, he went with Mr. McRae and two men to endeavor to identify and arrest the offender, but as he was not to be seen and the Indians would give no information or assistance he retired; and subsequently, at McRae's suggestion, decided not to attempt the arrest until the conclusion of the "sun dance." In the meantime, in consequence of the behavior and temper of the Indians he sent to Battleford for reinforcements and moved to the old agency building, about three miles east of the camp, to await their arrival, taking with him the Indian Department stores and some cattle.

"On passing the camp and medicine lodge" he says, "the Indians made a tremendous demonstration, riding through and about the camp, firing off their rifles, and shouting. They did not fire at us; at least, their bullets went into the air and over our heads." The old buildings were put in such a state of defence as circumstances permitted, and there the party waited until the morning of the 20th, the reinforcements having arrived and the "sun dance" having been brought to a conclusion the previous evening. Superintendent Crozier now recommenced the negotiations which finally resulted in the apprehension of the offender. As far as he could judge, the chiefs, including "Big Bear," did all in their power to cause the guilty man to be given up to justice, notwithstanding that they deemed their influence with the bucks insufficient for the purpose, and it would seem that they were acting in good faith, from the following extract of Superintendent Crozier's report: "The chiefs at last agreed to deliver the prisoner to me at the place where we were quartered, and there let him take his trial; but on arriving within about half a mile of the buildings, on the top of a hill, though the chiefs, 'Big Bear' and 'Poundmaker,' came with me to the house, the men refused to come further. Up to this time I did not know the prisoner; I only knew he was in the party. Seeing that negotiations for the voluntary surrender of the prisoner were no longer of avail, I gave orders to Inspector Antrobus to bring up to the hill, where the Indians were, the mounted and footmen (not having horses for all) and explained the position they were respectively to take up.

"I went ahead with my interpreter and Craig to identify the prisoner, not having taken Craig before to avoid annoying the Indians. I had been among them but a few minutes when the police were seen by the Indians coming up, and they began to scatter, and get themselves into position. The Indians, by this time, were intensely excited, and making the most threatening and indescribable noises. Some of the older ones, including 'Big Bear,' shouting 'Peace! Peace!' Craig, in the meantime, could not see the prisoner; he had hidden himself. I shouted to the Indians: 'Bring me the prisoner, or I shall arrest you all, if we have to fight for it.'

"'Lucky Man' shortly after brought him to me; this was the first time I had seen him. When I was about to put my hand on him to arrest him, he stepped aside and said, 'Don't touch me.' The Indians became more excited than ever. I said, 'I shall not touch you if you come with me.' This he refused to do. Inspector Antrobus suggested to me that I should ask Mr. Wm. McKay, of the Hudson Bay Company, who was present, to try and induce the prisoner to come along quietly; but he refused to listen to him. When he failed to persuade him, I seized the prisoner, at the same time ordering men to my assistance. The Indians crowded about us, but I had the prisoner surrounded by a strong escort of horse and footmen, then took him struggling, to the buildings we had fortified." Superintendent Crozier concludes with a eulogy on the men of his detachment, whose coolness and steadiness were very praiseworthy. With the arrest of the prisoner the excitement wore off, the Indians apparently deeming it expedient to submit to the inevitable.

On the afternoon of the 4th October last, a half-breed boy reported to Superintendent McIllree, at Maple Creek, that a half-breed had been killed at the forks of the Red Deer, and twenty-five horses stolen, it was supposed by Indians. As the trail

led up the Red Deer River in the direction of the Blackfoot crossing, the Indians were evidently heading for the Macleod district, and Superintendent McIlree telegraphed to Superintendent Cotton, commanding at that post, giving notice of the circumstances. By the afternoon of the 7th, Superintendent Cotton had received information that a war party of Blood Indians had arrived on their reserve the previous day, with some stolen horses in their possession. A strong party of police despatched thither succeeded in recovering ten of the horses, and in arresting "Wolf Pawing," one of the war party, the rest of whom made good their escape through the thick bush in which they were encamped. As the murdered half-breed was alone, and no Indians had been seen by any one at the Red Deer at the time of the outrage, the identification of the murderer was impossible. "Wolf Pawing" voluntarily stated that he was a member of a war party, consisting of sundry men, giving their names, and that they stole, in all, twelve horses, which were evidently unwatched, as they saw no one in the neighborhood, and they drove them off accordingly, without let or hindrance. He said that a party of Piegans, either from American or Canadian territory, was at the forks of the Red Deer simultaneously with his own party.

Superintendent Cotton subsequently recovered ten more of the stolen horses, two from the Blood, and the remainder from the Piegan reserves, thus accounting for twenty-two of the twenty-five originally stolen, and ascertained that of the balance, one died, shortly after the theft, and two were taken into the South Piegan agency, in Montana. The recovered animals were handed over to a half-breed, George Gunn, representing the respective owners.

A second Indian, by name "Man Eating" was arrested as being with "Wolf Pawing," a ringleader of the aforesaid war party, and both were sentenced to two years in the penitentiary for the horse stealing.

Superintendent Cotton is satisfied that there were two, if not more, war parties on foot at the time. Superintendent McIlree reports that the half-breed who was killed, "went out alone, and evidently got on the trail of the war party and followed it. His body was found in the timber a few miles from Leveille's house, with three wounds in the region of the heart; he had evidently done a good deal of shooting himself before he met his death, as a number of empty shells were found close to his body, but whether he killed or wounded any of his assailants I do not know." It has now been ascertained beyond a doubt that the murder was not committed by Canadian Indians, for the Indian agent at Fort McLeod has found that "two parties of South Piegans left the agency at a short interval between each other, the first party mounted, the second on foot. They arrived almost simultaneously at the Red Deer; the mounted party stole a band of horses and started for home, and the others, seeing the new trail, followed after. It appears the man 'Paul' started in pursuit, catching up the first party at night. He fired upon them without effect, and an Indian named 'Big Mouth Spring,' South Piegan, returning the fire, killed the half-breed.

"The above was obtained from a Blood Indian named 'Bull's Horn,' a reliable man, who got the information from one of the South Piegans belonging to the war party."

I allude elsewhere to the necessity for strengthening the division at Fort MacLeod, and only mention it here in order to point out that the work there in the future will be much more arduous than it has been in the past. The Indians in the neighborhood, Bloods, Blackfeet and Piegans, number close on 1,000 warriors, with blood relations on the other side of the line within easy distance. This computation does not include the Sarcees, whose reserve is in the Calgary police district, but who are not to be lost sight of altogether.

The western Indians have been comparatively quiet during the year. They are the most warlike, and the best armed and mounted Indians in the Territories. They have not been hitherto called upon to work for their rations, and the loss of the Buffalo has not inconveniently affected their stomachs; but it is my firm conviction, which I should fail in my duty if I did not express, and which time alone can verify or dispel, that the present generation of these Indians will not

be induced to work, and that the whiteman's cattle will compensate for the reduction of rations consequent on such refusal. The Indian Department have a difficult task before them, and ere long the police post at Macleod will require to be doubled, in order to sustain them and protect the interests of the settlers. I would strongly recommend that the United States Government be requested to remove their South Piegan reservation further to the southward, and away from the international boundary, in like manner as our Indians have been removed northward in the interests of the American settlers. The murders of Pollock and the half-breed at the Red Deer by South Piegan Indians is evidence, if any is required, of the necessity either of the removal of the reserve or of its occupants being prevented from raiding northwards. An Indian whom I punished this season for bringing stolen horses into Canada complained bitterly that the South Piegans had stolen all his horses, left him without means of transport for his family, and gone unpunished; that he, when he had succeeded in stealing one of their horses, to compensate in some measure, for his loss, was arrested and punished by his own friends, to whom he had done no wrong. I trust that you will, if possible, take the matter into your favourable consideration.

ASSISTANCE TO THE INDIAN DEPARTMENT.

Every possible assistance has been rendered to the Indian Department generally. In the headquarter district two constables were detached to Indian Head, and two to Broadview, to assist at the annual treaty payments to the Indians. An officer and ten men from Calgary attended the payments at the Blackfoot crossing, and a sergeant and nine men escorted the annuity money to Macleod. A party under a non-commissioned officer attended the payments at the Sarcee reserve, and Superintended Herchmer escorted the annuity money to Edmonton. An escort was similarly furnished to the paying officers in the Macleod district. The treaty money for the Indians in the northern district was escorted thither by Inspector Howe and a small detachment, and its distribution among the Indians was made under the escort of, and in some cases by, members of the force. Two constables from Prince Albert escorted the sub-Indian agent to Smith's reserve. Sergt. Brooks, at the agent's request, was detached to Fort-à-la-Corne, to make the treaty payments at that place, and Sergt. Keenan and two constables were similarly entrusted with the payment of the treaty money to the Indians at Green Lake, a distance of 200 miles.

THE CANADIAN PACIFIC RAILWAY.

The progress of the Canadian Pacific Railway has been made as uninterruptedly as heretofore. The large influx of miners and others into the vicinity of the mines in the mountains on the resumption of the train service in the spring, necessitated a material increase in the strength of the Calgary division, the headquarter strength of which it was advisable to diminish as little as possible. In March last Inspector Steele, who was commanding at Calgary, in the absence of Superintendent McIllree, on leave, reported that preparations were on foot for the illicit distillation of liquor in the mountains, and in June called attention to the difficulty of checking illegal importations into British Columbia under the narrow latitude imposed by the Peace Preservation Act in the vicinity of public works. This latitude was subsequently extended to twenty miles on each side of the railway track. On the 10th May in consequence of a message from the manager of construction, anticipating trouble at Holt City and its neighborhood, Sergt. Fury and ten men were posted there for duty, two being retained at the 27th siding, and a corporal and four men at Silver City, and these men, for the time, maintained order amidst the rowdy element in a highly creditable manner. On the 5th June Superintendent Herchmer assumed command of the Calgary district, being accompanied from headquarters by a reinforcement for "E" division, of two non-commissioned officers and twenty-two men. On the 21st June a detachment of mounted men was dispatched to the Columbia River, to protect the railway company's property and interests at that point.

Superintendent Herchmer was notified by telegram, on the 20th October, that a man named Wm. Foster had been murdered at the end of the track, and on the 23rd of the same month the murderer, one Finn, was arrested in the train at Kannaskis, and sent back to the end of the track for trial.

On the 14th inst. a telegram from the end of the track to the Department called for more police at the Columbia, where liquor traders were retarding the work of construction, and I dispatched thither a reinforcement of one non-commissioned officer and five men from headquarters, adding thereto one constable from Maple Creek. These were all the men available for the purpose. In reply to enquiry, Inspector Steele reports no injury being done to the Canadian Pacific Railway works, as far as operations have gone, from this end, which has not yet reached the 150 miles over which we have jurisdiction. This limit extends about twenty miles beyond the second crossing of the Columbia. So far no contractors have reached nearer than thirty miles of the second crossing of the Columbia. Inspector Steele reports all contractors within our limits satisfied.

The following table shows the various stations on the railroad west of Laggan and their distance from Calgary, our most westerly headquarter post :—

	Miles.
Laggan	117
Company's store siding	151
Kicking Horse Pass	164½
Moberly House	171½
First crossing Columbia	182½
Beaver Creek	195

An outrage was reported from Golden City, British Columbia, on the 27th ultimo, a man named Baird having been murdered near that place on the date named, and robbed of over $4,000. The murderer has not yet been captured. From a subsequent report it appears that this man was murdered at a point twenty-seven miles from the line of railway in British Columbia, being thus outside the limit of our jurisdiction.

HORSE STEALING.

The prevalence of horse stealing by white men, half-breeds and Indians, indiscriminately throughout the Territories, is a marked feature of this year's annals of crime, and in connection therewith I would take leave to say a few words which are not uncalled for by past experience. The extension of the boundaries of police jurisdiction from Manitoba on the one side to a point 150 miles west of the summit of the Rocky Mountains on the other, has, of course, considerably diminished the effective strength of the force available for duty in the Territories; and that, taken in conjunction with the fact that in the month of June last no less than thirty-six non-commissioned officers and men took their discharge on completion of their term of service, cannot but have detracted from our ability to afford police assistance in many cases. It is necessary to record that police posts, as now constituted, containing valuable Government stores, cannot be absolutely denuded of their occupants under any circumstances; further, that even police horses have their limits of endurance.

The experience of the past year has shown that in many cases a settler having lost his horses, whether through their having strayed or been stolen, considers that he has only to report the loss to the police and that they will immediately scour the country in search thereof. Far be it from me to attribute such ideas to the settlers as a whole, who in many cases have acted for themselves with commendable promptitude, but to the small and noisy minority who are never contented. The following instance is a sufficient illustration: In June last a telegram was received at a police post to this effect: "Pie-a-pot's Indians stole team of horses from me last night; will you please find them. Answer." The sender was requested by telegram to forward

description of horses and any particulars by mail; the description arrived and a certain Indian named, of a certain reserve, was mentioned as the thief. The complainant was directed to take out a warrant and hand it into a certain police post for execution. The Indian was discovered and found not to be the man. It transpired that there was another Indian of the same name belonging to another reserve. That reserve was visited with the same result. The complainant then conjectured that some Sioux Indian at Wood Mountains might have taken the horses, and wished the constable to proceed thither at once, a distance of 150 miles. This the constable declined to do without orders, and excited the wrath of the complainant accordingly. Finally the latter heard of his horses having been seen in a northerly direction near Long Lake, and in companywith a non-commissioned officer from the police post proceeded thither. They were fortunate enough to find and recover the horses, but the thief escaped. The complainant, when informed that on the arrest of the Indian he would be required to give evidence, was very indignant at the prospect of having to sacrifice more of his valuable time.

The expense to the Government attendant on this and similar expeditions will have been sufficiently brought to your notice by the accounts submitted for payment, without further reference herein.

In happy contrast to this experience is that of a western horse dealer, who lost a band of six horses from Regina. After searching for them himself for three days, he gave notice of the loss to the police post, acknowledged with thanks the distribution of hand-bills giving descriptions, and a week later went out of his way to report to the post that he had found his horses, which had strayed twenty miles south of the railway.

In June last, in accordance with your instructions, I detached Inspector Macdonell to make enquiries and report upon the prevalence of horse stealing in that section of the country west of the Manitoba boundary, wherein it had been represented that lawless bands from the other side of the line were committing frequent depredations. Inspector Macdonell, in his report, dated 7th July, stated that although the number of horses stolen during the previous year, within a radius of forty miles of the American frontier, could not be ascertained to have exceeded nine, yet there was cause for grave apprehension in the future. His report continues "The country is fairly well settled, and emigrants are coming in daily. The settlers appear to have very few arms, and to be very little accustomed to their use. * * * It is well to bear in mind that the American 'Cowboy' (erroneously so called) or horse thief, is a desperado of the worst description, who holds the life of a man as cheaply as that of an animal, being always well mounted and armed."

"On the 29th ult. I called on Mr. Troyer, J.P., who lives on the Souris. While at his house I saw a band of horses being driven toward the American line. Being fully satisfied that they were stolen, I at once took steps to get up a pursuing party, chiefly with a view of teaching the settlers to help themselves in protecting their stock. After a great deal of time and much difficulty I only got a party of four, poorly mounted and indifferently armed. I had a pony, no saddle, and with such an outfit had very little hope of coming up with the thieves. We camped that night near the line, and at daylight continued the pursuit into Dakota, when the party complained of being tired, not being accustomed to riding, and that their ponies were used up. We then took the trail for home, Mr. Troyer and I leaving the others, as they went in a different direction. One hour later we met a party of mounted men driving a band of loose horses towards us. Owing to the nature of the ground I did not see them until they were close. Seeing my uniform, they immediately drew off from the trail about 100 yards, rounded up the band, dismounted, and signalled me to pass on by the trail. I knew that I was powerles, but could not bring myself to pass on by their order without at least making some show. I drew off the trail, and as I got near them each one dropped on his knee and covered me with his rifle, ordering me to stand. I got within about twenty-five yards of them and halted, and a few words passed between us * * * Further west, in the vicinity of Wood Mountain, I was informed on reliable authority that a great many horses had been stolen

Settlers there are now bringing their horses north, as they find they cannot hold them, horse stealing never having been carried on so boldly as it has been this season. On arrival at Moosomin I found the inhabitants in a state of terror, owing to the presence of strangers in the village who were looked upon as desperadoes.

With reference to the remarks that horse stealing has never been so prevalent before, it is clear that the effect is explainable by the cause. As the country becomes more and more settled, so many more temptations will be presented to the maurauding desperadoes, who have not to face, on this side of the line, the contingency by bullet or rope, which attends their exercise of their calling on the other. The temptations will increase, as I have said, year by year, and, although the small detachment which has done duty during the past season from the Manitoba boundary to the Moose Mountain district has been successful in preventing outrage in its own section of country, it is not probable that a party of similar strength (one non-commissioned officer and seven men) will suffice in the future. Three constables with horses remain at Alameda for duty in the neighborhood during the winter. As I have stated in a previous report, a band of stolen horses is usually driven at its utmost speed, the thieves riding and relieving each horse in turn, until the American frontier is crossed. Any horses that drop out from exhaustion are abandoned. With pre-arranged plans, a thorough knowledge of the country, and accurate information as to the whereabouts of the police, the thieves make straight for their objective point and trust to their own determination to tide them over any unforeseen difficulties. The lengths to which that determination will carry them is exemplified in Inspector Macdonell's report. A band of stolen horses has been known to cross the boundary within twelve hours of leaving the line of the Canadian Pacific Railway. These things being so, it is clear that the prospect of intercepting horses and thieves, except by means of strong detached parties along the frontier, is very slight, and with them the communication, to be effectual, must be more rapid than is at present possible. I have before advocated the re-establishment of a post at Wood Mountain, which I propose should be the headquarters of a strong division connected by telegraph with Regina. This division should furnish outposts of varying strength, according to circumstances, along the whole line of frontier from the Manitoba boundary to Wood Mountain, and should from thence connect with an outpost in the Cypress Hills from the Maple Creek division, which would require to be strengthened for the purpose. Further still to the westward the division at Macleod is numerically inadequate to the duties required of it, and in the present strength of the force, with demands on all sides, there are no men that can be spared elsewhere to send thither. You are aware that the construction of a railway line has been commenced between Medicine Hat and Lethbridge. Although the work has been suspended for the winter, a large number of men will necessarily be employed in the spring, and this will entail the employment of a strong police contingent along the line, to preserve order, suppress liquor traffic, and prevent horse stealing. It is most important that Macleod should be connected by telegraph with Calgary. All messages now have to be conveyed to and fro by road. The cost of such a line would not be great; poles are procurable under most favorable conditions at Calgary, Sheep Creek, High River, and along the Porcupine Hills. All the military posts in the United States are connected by telegraph.

In July last I detached Superintendent McIllree to Fort Assiniboine, M.T., to enquire whether the military authorities on the other side would be willing, and be at liberty, to co-operate with us in the suppression of horse stealing. Col. Coppinger replied that the United States troops would be glad to aid us in every way to suppress this crime, but that they were not at liberty to do so, without permission from superior authority. He, however, communicated with Gen. Ruger, at Helena, who referred the matter to department head quarters, whence it was forwarded to Washington. On the 1st of September, Col. Coppinger telegraphed to Superintendent McIllree his regret that he was "not permitted by the authorities to enter into any negotiations on the subject." Col. Coppinger explained to Superintendent McIllree that his powers are limited to recovering Government horses and putting intruders off Indian reserves. Gen. Ruger, in an interim communication to

Col. Coppinger, mentioned the current report that fifteen or twenty horse thieves had been linched in the Missouri River and Musselshell regions, but Superintendent McIllree is inclined to think the reports exaggerated. There is no doubt that some men were hanged, and others shot, but not in sufficient numbers to break up the organized gangs of horse thieves. Superintendent McIllree, during his visit, saw, at Assiniboine, a number of a gang, which included a fugitive from justice on this side, and considers that many of the horse thieves and whiskey smugglers fit out there.

Colonel Coppinger very kindly sent out a strong party, under command of an officer, to try and obtain trace of nineteen horses, in consequence of a telegram from Swift Current notifying their loss, but without success. You are aware that we have employed, during the past season, a party of scouts, their headquarters being Maple Creek, and themselves being under the able direction of Sergt. Paterson of "A" division. These men have been very useful and their work very hard. Sergt. Paterson's monthly reports will have kept you informed as to the work performed by these men; and the result of their unceasing exertions is best shown by the almost entire absence of the prevelent crime in their section of country. Experience has proved that in order to obtain "laborers worthy of their hire" the pay of scouts must be materially increased, for the rate hitherto paid has not been sufficient to deter them from relinquishing their employment at any moment to accept a better offer. I consider that $3.00 would be none to much, on the understanding that they provide two horses for their own use. It is difficult to induce them to to take proper care of horse flesh unless it is their own property, and the extra expenditure of money would be more than counterbalanced by the saving in other ways. I think, too, that they should be supplied with rations while on actual duty with the police. For rapid work of this kind, pack animals are required, and for this purpose small mules would be more serviceable than any other animal. It is of great importance that scouting should be commenced in the spring, as soon as the snow disappears. As Sergt. Paterson reports: "Just as the grass grows sufficiently to make food is a favorite time for Indians to go on the war path, and unless a trail is found very shortly after it is made, it is almost impossible to follow it." Hence, I trust I may receive considerable accession of strength, both in men and horses, to make our efforts effectual.

Information having been received that four stolen police horses were at Messrs. Stuart, Kohr Co's ranch. Sergt.-Major Douglas was recently dispatched thither from Maple Creek to recover them, with a possibility of obtaining others. At Fort Maginnis he met one of the above mentioned firm, who caused his herd to be driven into a corral, where the non-commissioned officers at once recognized the animals he was in search of. Mr. Anderson told him that the horses had been taken from theives about 100 miles down the river from Rocky Point (south of the boundary line), where the thieves were surprised, and a complete outfit for defacing brands found in their camp. The cowmen on that occasion took about eighty head of horses from the thieves, and Sergt.-Major Douglas was told, in reply to enquiries that, "that gang would not steal any more horses." The Stock Association charged $15 for each animal recovered, and signified their willingness to refund the same in the event of our recovering any of their horses free of charge. Mr. Anderson was ready to hand over any animal that could be recognized or sworn to as stolen. Sergt.-Major Douglas was informed that a horse thieving connection extends from Minnesota to Mexico, and that they have agents on this side to dispose of stolen stock.

The list of criminals convicted and punished during the year, as shown by the Appendix, is an evidence of the work successfully performed by the police, which it is unnecessary to review in detail.

I may, however, instance the breaking up of a gang of five half-breed horse thieves, which conduced much to the credit of the constable concerned therein, and that of a young farmer (owner of two of the horses) who accompanied him.

On the first of July constable Hooper, stationed at Troy, was instructed by telegraph from headquarters to accept the offer of a mount by one Goldstine, and follow thieves who had stolen four horses from that place on the previous night.

Having, on the information of John Paul, the aforesaid farmer, obtained a warrant from a Broadview magistrate, for the arrest of four of the gang in question, he followed them from Troy (recovering on the road one of the stolen horses, which had been traded with a settler) to the neighborhood of the Turtle Mountains, found them with another of the stolen animals in their possession, apprehended, and brought them to Regina, where they were sentenced to various terms in the penitentiary by Col. Richardson. After the conviction constable Hooper followed and arrested near Fort Ellice a fifth member of the gang, who stole the other two horses. One of these was taken from the thief and restored to its owner by "Little Child," a chief on the Crooked Lakes reserve, and the other died while on its way north in the thief's possession. This prisoner received a sentence of three years in the penitentiary. On the 3rd of August these five convicts were accompanied to Stony Mountain by two other horse thieves, one apprehended by constables Parkins and Halliday, from Fort Qu'Appelle, at the south branch of the Saskatchewan, with the stolen mare in his possession, and the other, an Assiniboine Indian who was arrested by interpreter Leveille near the Cypress Hills, and admitted his guilt. Between 10 p.m. of the 14th September last, and 4 a.m. next day, fifteen horses were stolen from the Bell Farm and driven rapidly southwards to the line. This was evidently the work of an organized gang of horse thieves from beyond the border, as shown by the sequel. The horses were driven directly south from Indian Head, having crossed the Missouri about thirty-two miles to the eastward of Fort Buford. Some time after 4 a.m. on the 15th, Major Bell, with a party of men and Indians, started after the thieves. He telegraphed to me, and to constable Hooper, at Troy, and the latter at once hired the only two obtainable horses in the place, and with another constable, followed in pursuit. These horses, unfortunately, played out after going about forty miles, and constable Hooper was compelled to give up the chase and return to Troy. Major Bell, who had the most reasonable prospect of coming up with the thieves, appears to have lost the trail, as on the 16th he notified to me his return from the south-east without trace of the thieves, and enquired whether I had sent out any constables. Seeing that Regina is forty miles to the west of Indian Head, and the fugitives were travelling south from the later place, a party starting from Regina must necessarily have travelled along the third side of a triangle, and it would have been a good day's ride merely to pick up the trail (supposing even that they could have struck it by taking a south-easterly direction at chance) and their horses must then have halted for rest; the thieves, meanwhile, driving their unfortunate animals to exhaustion. To resume the account; I informed Major Bell that I had telegraphed to the officers commanding at Forts Buford and Assiniboine, asking them to do what they could towards recovering the stolen horses; meanwhile, I knew that constable Hooper would not relinquish the pursuit as long as there was any chance of success. On the 16th I heard that he and his companion had been able to proceed no further, and Sergt. Blight and two men were sent from Regina, at Major Bell's request, to accompany another party which was about to start.

This party started the next morning, and followed the trail to the Missouri River, picking up on the road one of the missing horses, which had "played out" and been abandoned. At the Missouri Sergt. Blight reports that, having changed into plain clothes, he went to Fort Buford, thirty-two miles to the westward, on the way finding two more of the stolen horses, which were tied to a fence at a ranchman's place. At Fort Buford he engaged the services of the United States Deputy Marshal, and retraced his steps to the crossing of the Missouri, whence, with the Deputy Marshal, two constables, an interpreter and three Indians, he followed up the trail. Up to the time of their reaching the river the trail had showed that seventeen horses were in the band, but on the other side the marks of only nine could be found, the inference being that some of the balance were too much exhausted to swim across and were drowned. Sergt. Blight's report thus describes their further journey:— "Continuing through the bad lands, where we were for thirty-six hours without food or water, we arrived on the bank of the Yellowstone River, and there in the bush found four of the stolen horses tied up to trees, but nobody with them. I removed

the horses and camped close by. On searching further I discovered some harness and saddlery belonging to the 'Bell Farming Company.' I had hopes that the thieves would return to feed the horses, but they, having most likely received information of our whereabouts, did not do so; so on the following day we proceeded to the Benny Piers, taking the recovered stock with us. There, owing to the stock having been so overdriven, we had to rest for a couple of days, and then proceeded to Ridge Lawn. On arrival at this place, from information I received, accompanied by the Deputy Marshal and one constable, I proceeded to where the thieves were said to reside, and there discovered a gang of eight, all well armed, so the Deputy Marshal deemed it advisable to send to Miles City for a sheriff's posse. While we were waiting for this assistance the thieves broke camp and started for Glendive, were met by the sheriff, arrested and taken to Miles City. Finding I could do nothing further in the matter we started for Indian Head, taking with us the recovered stock; arrived there on the 16th October, and handed over stock to Major Bell."

In August last, in consequence of a communication from the Collector of Customs at Brandon, to the effect that thieves with forty head of horses were in the Riding Mountains, Supt. Shurtliff proceeded northwards from Brandon, in company with Mr. Hessan, to ascertain, if possible, their exact location, sending on his party of one non-commissioned officer and eight men to Newdale to await orders. It had been reported to Dr. Harrison, M. P. P., who lives about fifty miles north-east of Brandon, on the Little Saskatchewan River, that the horses were on a small prairie about fifteen miles up the Rolling River. "That part of the Riding Mountains" says Supt. Shurtliff, is densely crowded with timber, this prairie being the only place where the horses could go, there being only two trails leading to it, one from the mouth of Rolling River and the other from the Hudson Bay Company's post at Riding Mountain." Having, on the recommendation of Mr. Armitt, in charge of the Hudson Bay post, engaged two reliable men to act as scouts, Supt. Shurtliff returned to Newdale for his detachment and conducted them to the Hudson Bay post in question, where he was met by the scouts and informed that there were no horses or tracks of horses in the vicinity. In order to verify this report, Supt. Shurtliff visited a settler, who lives at the mouth of Rolling River, and who was supposed to have originated the report about the thieves and horses. This he denied, and said further, that there had been only one horse thief in that neighborhood, and that he had gone into the mountains by way of the Hudson Bay post, and come out by his place with three horses. He, the settler, had bought one of the horses, not knowing the vendor to be a horse thief, and that the two others had been sold in Rapid City—these latter were subsequently seized for Custom duties.

Superintendent Shurtliff's report concludes: "I have found that these thieves have agents to inform them when there are any parties to arrest them, and therefore found it necessary to travel night and day to arrest them, if possible, before they could get information of our being in pursuit of them."

This party, as constituted above, then proceeded to watch the southern frontier of Manitoba in the interests of the settlers, as opposed to the horse thieving fraternity, who were, I am happy to report, on that or on other accounts, conspicuous by their absence.

In connection with horse stealing, no less than in other crimes, the Vagrant Act has been found, in the West, to be very efficacious. Suspicious characters who have been in the habit of loitering about, with no apparent means of gaining a livelihood, notwithstanding that, in some cases they have been well supplied with money, and who, it is well known, are merely acquiring local information and awaiting opportunities to raid settlers' horses, or commit some other breach of the law, have been given twenty-four hours to quit the place; and, as a rule, they have promptly availed themselves of the invitation.

The clause in the Larceny Act providing for the bringing of stolen property into Canada has also a very beneficial effect, and it is to be regretted that a similar law is not in force in the United States.

LIQUOR TRAFFIC.

A great deal has been written and said about the illegal liquor traffic and the action of the police in connection therewith, and it may not be *mal apropos* if I take the opportunity to say a few words on the subject.

The suppression of this traffic is the most disagreeable duty which the police are called upon to perform. On the one hand, they are condemned for omission or neglect of duty, and on the other for interested and undue severity. Under no circumstances, except in the case of a trader quarrelling with his associates, can information be obtained as to the possession or traffic of liquor. Settlers will not incur the odium of becoming informers, however much they may deprecate the existence of liquor manufacture or traffic in their midst, and when I say they will not become informers, I mean that they will not give even secret information which will tend to the conviction of the law breakers. The information obtainable from the latter is meagre enough, for the profits of the traffic far exceed an occasional half fine paid to an informer, as may be supposed when a single five gallon keg of spirit easily changed hands at Standoff, the other day, at the admittedly low price of $60.

In connection with the convictions that followed this and other extensive dealings in that neighborhood recently, the monstrous doctrine was inculcated that a policeman "in full uniform" may be respected for doing his duty, but that a policeman who appears to be other than he is, in order to detect a breach of the law, is worthy of being held up to public execration.

While upon this subject I would venture to bring to your notice the urgent necessity that exists for the appointment of a public prosecutor in each judicial district. The odium that has been so freely lavished upon police officers who are justices of the peace is largely due to the want of such an official, and I must say, in justice to those officers who have done their duty, under difficult circumstances, that the reflex of the popular opinion entertained as to informers has been unduly cast upon them, and for this reason: That local magistrates, as a rule, are averse to trying liquor cases, whenever the responsibility can be avoided—They are living in a community wherein their acquaintances, customers, clients, perhaps friends, may be implicated, and it is only natural that they should be glad to shift the burden on to other shoulders. The police officer accepts the situation, not because of its inherent attractions, but because it is his duty.

LUNATICS.

I would very strongly urge the adoption of some method whereby lunatics who have been committed to custody as "dangerous" can be provided for other than in the police guard rooms.

Six lunatics of this class have been confined in the guard room at Regina during the past year, and although under the able treatment of the principal medical officer, some have been restored to reason and their friends, a prison cell is obviously not the most desirable place of restraint.

These lunatics have for the most part been very violent, and objectionable in every way, and their ceaseless sleepless chatter and howling has seriously interfered with the rest of the other prisoners and of the guard.

I append a list showing the number of admissions under this head, and the subsequent disposal of each.

NORTH-WEST MOUNTED POLICE.

LIST of adjudged Dangerous Lunatics confined at Regina, during the year ended 31st December, 1884.

Date of Confinement in Regina Guard Room.	Names.	Where from.	Date of Removal from Regina Guard Room.	Remarks showing disposal, &c.
1884.			1884.	
May 20...	Robt. Moore	Broadview.....	July 7...	Handed over to his brother by order of His Honor the Lieutenant-Governor, on 7th July, 1884.
June 2...	Geo. Collins.....	Regina	do 24...	Transferred to Manitoba penitentiary by order of His Honor the Lieutenant-Governor, on 24th July, 1884.
Aug. 2...	Valerins Stenube	Calgary	Aug. 20...	Handed over to his brother by order of His Honor the Lieutenant-Governor, on 20th August, 1884.
do 19...	Crooked Nose....	Ft. Qu'Appelle	Sept. 7...	Discharged from custody, cured.
Sept. 21...	Robt. Robertson.	Carrot River...	Oct. 6...	Handed over to his father by order of His Honor the Lieutenant-Governor, on 6th October, 1884.
Oct. 6...	Thunder..	Battleford	Dec. 23...	Discharged, cured, 23rd December, 1884.

MAIL SERVICE.

From Moose Jaw westward the mails *viâ* the Canadian Pacific Railway have been conveyed to and fro in charge of members of the force, their number varying with the alterations in the train service. Three constables from headquarters have performed this duty between Moose Jaw and Medicine Hat, two of the Maple Creek division from Medicine Hat to Calgary, and two of the Calgary division from that place to Laggan.

These men are sworn officials of the postal Department, and in the absence of aught to the contrary, have carried out their duties to the satisfaction, no less of the postal Department, than of myself.

AUGMENTATION OF FORCE.

I trust, in the foregoing report, I have sufficiently shown the need of an increase to the number of non-commissioned officers and men in the force, to enable us to comply with the daily increasing requirements of advancing settlement and civilization. If I may suggest, I would say that 300 additional men should be obtained as soon as possible; that these should be recruited in Eastern Canada; should be men of undeniable physique and character, accustomed to horses and able to ride. With such men the necessary training, including a course of instruction in police duties, can be more rapidly completed than if equitation, in addition to the rudiments of foot and arm drill, has to be taught.

ARMS.

The new revolvers, Enfields, are very serviceable weapons, and I would recommend that the force be completely equipped therewith. Many of the revolvers now in use are worn out and useless, and require to be replaced.

The revolver ammunition is far from satisfactory. I receive constant complaints from all sides of the inferiority of these cartridges. They not unfrequently

fail to explode, and Superintendent McIllree reports that at target practice this year some of the balls did not reach the target, and many had not enough force at twelve yards to penetrate the wood.

DRILL INSTRUCTORS.

Hitherto the police demands upon us have left us no men to instruct. Recruits, as fast as engaged having been drafted away to one post or another; but if, as I trust, the strength of the force is to be increased, an efficient staff of instructors is indispensable.

SADDLERY—NUMNAHS.

The saddles continue to give every satisfaction.

The new numnahs, however, require to be leather bound where the cincha crosses, and more particularly where the ring of the cincha rests, in order to obviate sore backs.

CLOTHING AND KIT.

The clothing and kit supplied are generally satisfactory, but the want of competent tailors is much felt. I would very strongly recommend the establishment of a master tailor and staff at headquarters, by whom the several articles of clothing can be fitted to the recipients. It is found that the articles of uniform are not, at all times, made strictly according to the measurements of the various sizes, and whether or not, a certain amount of alteration is invariably necessary, entailing inconvenience and undue expense.

BARRACK FURNITURE.

Now that so many permanent police posts have been established, I would respectfully press upon your notice the desirability of providing suitable barrack furniture for non-commissioned officers and men.

Iron bedsteads are much needed to supersede the present boards and trestles, which are both uncomfortable and unsightly, and probably the best pattern is that which allows the lower half of the bedstead to slide under the upper when the bed is not required for use.

BARRACKS, BUILDINGS, &c.

I alluded last year to the new posts erected at Regina, Fort Macleod, Maple Creek and Medicine Hat. Ground plans of these posts accompanied my report, and they, no doubt, conveyed an approximate idea of the amount of accommodation furnished. I have since forwarded the specifications which had not been completed at the date of transmission of my report for 1883.

These buildings are all in a good state of repair, and it must be a matter of congratulation that their erection was completed at such comparatively small cost.

I know of no such buildings, public or otherwise, having been built in an equally economical manner, more particularly bearing in mind that efficiency was never lost sight of.

On the 19th of May last the new barracks at Fort Macleod were taken over from the North-West Coal and Navigation Company, and occupied shortly after by "C" division, a small party only being left as caretakers in the old buildings.

A hay corral measuring 250 by 100 feet was added, together with a substantial oven; and the post is now complete in every respect. The work, I may add, has been performed by the contracting company in the most satisfactory manner.

I regret to have to report the loss by fire of two of the new stables at Fort Macleod. On the 28th August last about thirty-five tons of hay were necessarily stored in No. 2 stable, in the absence of a hay corral, which had not then been erected,

and a few minutes after the dismissal of the morning stable parade smoke was seen to be issuing from the ventilator, and the whole building was soon in flames. Notwithstanding every effort the wind communicated the fire to No. 3 stable, and that, too, it was impossible to save. The horses were, however, extricated without injury.

The stable which stood to windward of No. 2 escaped with a severe smoking. An enquiry was instituted into the cause of the fire, but no definite opinion could be arrived at. The Sergt.-Major stated that he had superintended the morning's issue of forage, seen that the stable was cleaned up, and the doors closed; there was then no sign of smoke, and the stable seemed cool and well ventilated. Within a few minutes the fire was observed, and its cause is probably to be attributed rather to a chance match, which may have been dropped at some time, than to heating of the hay.

At Regina a well is now completed, which, with the promised engine, will prove an invaluable protection in case of fire. This well is 75 feet deep, with a diameter of 6 feet, the water averaging a depth of 45 feet. It is surmounted by two platforms, 7 feet apart, as a provision against frost, the surface of the upper being on a level with the ground line.

Excavation has also been made for a magazine at Regina, on the same plan and of the same dimensions as that at Fort Macleod. I hope to have this constructed early in the spring.

The most urgent necessity exists for enlarged prison accommodation at Regina. The present prison contains but ten cells, and these, having been occupied during the whole of the summer, have been insufficient for the purpose required. At one time nineteen prisoners were confined in the prison, much to the detriment of prison discipline and sanitary regulations.

I have before called attention to the necessity for a jail in the North-West Territories.

A riding school and drill shed is much needed at headquarters. The long winter months, which might otherwise be turned to good account, are lost, as far as riding, drill and the training of horses are concerned. With the thermometer averaging from 20° to 50° below zero, an open *manâge* is out of the question.

At Calgary a new guard room is greatly needed.

I would also recommend that the various police posts be enclosed by substantial fences.

The large accession of force to the northern district necessitated additional accommodation, which has been obtained at short notice, and which will satisfactorily suffice for the winter.

At Carlton, where a new post has just been established, the Hudson Bay Company's post having been put in thorough repair, furnishes accomodation for a maximum of seventy men and forty-five horses.

At Prince Albert the men are comfortably housed in a fine brick building, which is rented temporarily, and a stable has been built to receive nineteen horses. A substantial log guard room has been added, and a hospital is in course of erection. Buildings to be used as troop store-rooms, offices and workshops, will be provided shortly.

At Battleford, the headquarters of the northern district, extensive and necessary additions have been made. A large store-house, 30 x 80 feet; hospital, 22 x 36 feet; barrack room, 30 x 80 feet, and a stable 30 x 80 feet, have been erected. The latter will be finished in a few days; the others are all occupied.

A magazine is also in course of construction.

The old buildings were found to require extensive repairs, and these are now being carried out.

A well is being dug and water has been reached at a depth of 70 feet; but Superintendent Crozier reports that the flow of water is not as great as was anticipated, and as is required.

A fire engine will be necessary to complete the equipment in this respect.

HORSES.

The past year has abundantly shown that a constable or party of constables on detached duty are helpless unless mounted. The number of horses with a detached party, at least during the summer months, should not be less than the number of men. This suggestion, if adopted, will entail what may be considered, at first sight, an unneccessary large increase in the number of horses; but it is well to remember that police horses are often called upon to make a series of long journeys at the greatest speed they are capable of maintaining, and that thereafter they require considerable rest to bring them into condition again.

This is the case with the scouts' horses at Maple Creek. Constant and rapid work with irregular and sometimes insufficient feed, must tell upon a horse, let his rider take what care of him he will.

The method of advertising for horses has been attended with great success.

I append to this report statements showing the present distribution of horses in the force, and the number purchased during the year.

I beg to enclose herewith a report from Surgeon Jukes and other medical officers, as to the medical department of the force.

I append hereto, in addition to a return of criminal and other cases tried, distribution states of men and horses, a statement of the number of men who have been gained and lost to the force during the year, and a statement showing the number of horses purchased.

I have the honor to be, Sir,

Your obedient servant,

A. G. IRVINE,

Commissioner.

REPORT OF SURGEON JUKES.

SIR,—I have the honor to enclose herewith my annual report for 1884.

The fault has not been mine that it has been found impossible to complete it at an earlier day.

No requisition has been sent me for veterinary drugs for the Battleford division for 1885. I do not know much about their requirements, but I have drawn one up, such as I think may be sufficient.

The papers above referred to will be found in the accompanying envelope.

I have the honor to be, Sir,

Your obedient servant,

AUGUSTUS JUKES,

Sen. Surgeon.

LIEUT.-COL. IRVINE,
Commissioner N.-W.M.P., Regina.

REGINA, N.-W.T., 22nd December, 1884.

SIR,—In placing in your hands my annual report for the twelve months terminating with the 30th of November, 1884, I have much pleasure in stating that the health of the force during the year just concluded has been fairly satisfactory.

The health of the force stationed at headquarters has, on the whole, been quite as good as in 1883, though the length of the annual return of sick might, at first sight, lead to a contrary impression, because, first, the accompanying return (*Vide* Schedule No. 1, appended) exhibits every case of sickness, however trivial, for which men have presented themselves at sick parade during the past year; secondly, because the average number of men stationed at headquarters has exceeded that at any of the posts; thirdly, because the best and soundest men, as a rule, are sent to the front; and fourthly, because during the past year many serious and protracted cases of injury and disease have been sent to headquarters from the various outposts, some for treatment, others to be invalided, which have unduly swelled my sick list; of these latter, several were retained for treatment in hospital, who, after longer or shorter periods, have recovered and been returned to duty.

Only one death has occurred in the force during the year just expired, and that one at Regina. This man, Constable Armstrong, came up from Winnipeg when sickening with typhoid fever, contracted there, and died on the 21st day after his admission to hospital of a fatal renal complication of that disease. No contagious epidemic has occurred, the fevers generally having been referrable to a milder malarial origin; but some formidable cases of chronic disease and injury have presented themselves, though, happily, terminating favorably; of the former, that of Constable McGinnis may be mentioned, who was admitted into hospital in July, 1883, with suppurative cellulites and septicœmia, probably of scrofulous origin, and has now been returned to duty in Winnipeg, after sixteen months continuous treatment in hospital—of the latter, that of Constable Hart, accidently shot by a comrade, the bullet traversing, from its entrance to its exit, fourteen inches diagonally, through the gluteal region and thigh; but who, after fifty-six days in hospital, was sufficiently recovered to obtain sick leave, during which time he deserted, was ultimately captured, and is now undergoing a term of imprisonment with hard labor.

The number of men belonging to the force stationed at headquarters who have been invalided during the past year is seven. Of these seven, three who appeared before me for re-examination on their admission were declared to be "unfit for service," and should not have passed the examining surgeons.

Of the remaining four, three unquestionably entered the force with disease of long standing, for which they were shortly invalided. The fourth became epileptic from the effects of a penetrating wound of the cranium, afflicted long before his admission to the force.

During the same period nine men have been sent down to headquarters from the outposts with the requisite medical certificates and recommendations, to be invalided, exclusive of those shown on the returns from outposts, who were invalided without reference to me.

Of these nine, four were invalided by me shortly after their arrival; the remaining five were placed in hospital under treatment, all of whom have since been returned to duty (See appendix No. 2).

On the 10th of September I received instructions to proceed to Ottawa, and subsequently to Montreal, on duties relating to the medical department, returning early in October to headquarters, where I reported myself on the 8th of that month.

The recommendations made by me in my annual report for 1883, and on various other occasions, suggesting certain changes in the method of administering the medical department of the force, having been favorably considered, a notice was inserted in one or two of the leading papers, offering sergeant's rank, pay and allowances to a limited number of competent pharmacists, who would enlist in the force as hospital stewards for a term of three years. During my visit to Ottawa and Montreal I examined several applicants for this position, four of whom passed successfully the requisite examination, and recommendations for their acceptance were forwarded with their papers to Ottawa. Three of these held certificates of membership by examination from the Pharmaceutical College of Ontario, the fourth having been for twenty-two years a practical chemist and druggist in Montreal and elsewhere, having large experience in both wholesale and retail business, and receiving excellent recommendations from the firm of Kenneth Campbell & Co., of Montreal. Three of these, including Sergt. Waller, arrived at Regina shortly after my return. Of the fourth, whose papers were also forwarded to Ottawa, I have, up to the present time, heard nothing.

In addition to these three, a fourth, Dr. J. W. Rolph, lately of Moose Jaw, was admitted as hospital sergeant during my absence, and accompanied the detachment sent at that time to Battleford, with which division he at present remains.

On the 10th of October I received instructions to proceed forthwith on my annual tour of inspection to the wsstern posts, and left for Calgary the following day, 11th October, taking with me one of the newly appointed hospital stewards to assist me in taking stock of all medical supplies remaining at the various posts visited.

I had already, before my visit to Ottawa, prepared and arranged the ledgers, in accordance with suggestions already made by me.

Proceeding on my tour of inspection, first to Fort McLeod, the stock of medical supplies on hand at that post was carefully taken, and entered upon the ledger prepared by me for that purpose, and left in charge of the acting hospital steward at that post, a duplicate being reserved by me to be similarly entered in the corresponding ledger at Regina.

The same process was repeated at Calgary and Maple Creek, all three of which posts were medically inspected by me.

The accompanying report of Assistant Surgeon Kennedy, for Fort McLeod, renders it unnecessary for me to say more respecting that post than that I concur in what has been said by him respecting the new hospital and its appointments. I will do what is in my power to render its equipment efficient, as soon as practicable, no adequate provisions having been made in the requisition forwarded by Sergt. De Veber with the annual report of 1883, for this purpose. For the present, the consignment of medical stores now received from Montreal is being distributed as equably as possible to the various outposts, leaving any deficiency to be supplied hereafter, when time and opportunity are afforded me to go carefully over the books already referred to, and to ascertain accurately the exact wants of each division. Some little inconvenience may be temporarily felt at distant posts, owing to the late arrival of the medical stores, the extreme severity of the weather, and the great pressure of work now upon me; but every effort is being made to supply immediate requirements, though the perfect equipment of each post, several new ones having been recently

established, will be impossible until the spring, when I hope to obtain all that may be necessary to render their efficiency complete.

No requisition for medical supplies having been forwarded with the report of the assistant surgeon at Fort McLeod, I have already written to Dr. Kennedy, requesting him to send one in without delay, as the requisition for 1883, most of which has already gone forward, will not adequately meet the requirements of the new hospital, which will be forwarded to Ottawa as soon as received and examined.

On visiting Calgary I found the hospital, and everything relating to it, in a most dilapidated and unsatisfactory condition.

I learnt from Supt. Herchmer that it was proposed to abandon the present building and erect a new one somewhere west of the post; but this was an undertaking requiring time, and meanwhile the hospital was uninhabitable, affording no protection to the medical stores it contained. A personal examination satisfied me that a comparatively small outlay would render the building (a log one) available for the present, or until a new one was provided, and the necessity being urgent, as winter was approaching, I suggested that steps should be taken to place it in temporary repair, which I understand has since been done.

As soon as possible after my return to headquarters one of the new hospital stewards was dispatched to take charge of the medical stores at Fort McLeod and another at Calgary.

The hospital at Maple Creek, the headquarters post of "A" division, was also inspected, and found to be in very respectable order and fairly provided. Though small, it is conveniently arranged and affords room for six beds, which will be sufficient, so long as the number of men stationed at this post and at Medicine Hat, its outpost, does not exceed sixty men; should this number be exceeded, an addition to the present building will become necessary.

I think, and perhaps with reason, that the hospital at headquarters, where the greater part of such work is done, should be placed on at least an equal footing with that at McLeod, the average number of men at Regina for the year being greater hitherto than at any other post; in addition to which, cases are continually sent here from the outposts for treatment, or to be invalided, who, for varying periods, must be admitted to hospstal; but if this cannot be granted, the slight additions and improvements asked for, which are necessary no less for the comfort of the inmates than for the protection and security of the medical and surgical appliances necessarily kept there, should at least be conceded, and proper regulations established, whereby the small space already provided may be reserved for its legitimate uses.

The greater part of the medical supplies recently received have been opened and examined (all, in fact, except the veterinary stores, which this year must be forwarded without examination here), and a large proportion of them already forwarded to their respective destinations, at Carlton, Prince Albert, and Fort McLeod. The supplies for Calgary, Maple Creek, and what remains of the Battleford requisition, will be arranged and sent forward as soon as this report is closed.

I can only hope to succeed in my endeavors by the prompt and cordial assistance of those upon whose movements I am dependent, in seeing that proper provision will be made, and proper facilities granted me at headquarters, to enable me to receive, protect, dispose of promptly, and account for, any consignment of stores forwarded to me for distribution.

The advanced period of the year on my return from Calgary, no less than the necessity for my personal supervision of the medical stores then expected almost daily, rendered it inadvisable that I should continue, at present, my tour of inspection to the Battleford division, but, by telegraphing to Battleford, I obtained a statement from Assistant Surgeon Miller of the stock remaining on hand at that post, and a ledger properly prepared and arranged was forwarded to him, with the necessary instructions to enable him to enter at once upon the system of order at length inaugurated.

Dr. Miller having been transferred by the Commissioner to the new post at Carlton, and all returns from the various outposts, as well as supplies for their main-

tenance, having to be forwarded through the headquarters post of each division, it has been arranged by the Commissioner, at my suggestion, that Carlton shall, so long as Assistant Surgeon Miller continues at that post, be regarded as the medical headquarters of "D" division; all medical supplies intended for the outposts (of which Battleford, from a medical point of view, will now be regarded as one), being forwarded to Carlton and accounted for to headquarters by Assistant Surgeon Miller.

I hope, when spring opens, to make a personal inspection of the five northern posts and outposts from Prince Albert to Fort Saskatchewan, and as a considerable number of men are now stationed in the mountains west of Calgary, it might be well to permit me to effect some equitable arrangement with local practitioners for their medical attendance, whereby the excessive charges now made everywhere for the most trifling services might be reduced to fair and reasonable terms. This is a point which requires attention, not specially in the farther west, but at all the minor outposts, where men falling sick are dependent upon the services of local practitioners; some definite arrangement by which a uniform rate may be established by mutual agreement between the Department and medical men throughout these Territories is very desirable; as matters now stand, this item is likely to assume considerable importance, and I see no better way whereby an amendment can be effected.

Another point of equal importance is that a competent hospital steward, such as the four recently engaged, should be provided for each outpost to which medical stores are supplied, which would, in itself obviate to a great extent, the necessity for employing professional aid, except in extraordinary cases, and would insure orderly and correct returns of the medical stores expended. The following is the present disposition of the four new hospital stewards referred to:—

Hospital Sergeant J. Widmer Rolph, M.D., has been placed by the Commissioner for the present at Fort Pitt; Hospital Sergeant Wilson has been stationed at McLeod; Hospital Sergeant Penny at Calgary; Hospital Sergeant Waller has been retained by me and placed in charge of the medical stores at Regina, where it will be necessary that he should remain permanently; the presence of a capable and trustworthy man for the keeping of necessary books, the unpacking, re-packing and distributing of stores, the preparation and forwarding of invoices, and all other duties rendered necessary by the new order of things being indispensable; my own immediate duties as senior surgeon being quite as much as any active man can attend to, though much of my time, when necessary, is employed in supervising and assisting the sergeant in charge of medical stores.

There are only two other men now doing duty as hospital stewards who possess competent qualifications, namely Sergeant Holme, now at Maple Creek, and Sergeant Mackay, at Battleford, the former of whom has lately re-engaged for a term of one year, the latter for a term of three. The smaller outposts, too distant to be attended from the posts, might be placed under the medical charge of the nearest civil practitioner, who could be consulted in cases of necessity, and who, in such cases, should provide his own medicine—such an arrangemement could readily be affected; but each of the larger outposts to which medical supplies are sent and from which returns are made should be provided with a hospital steward to attend to such duties, who, in cases of emergency beyond his skill, might obtain, through his commanding officer, any assistance required.

To carry out this plan effectively not less than three more qualified hospital stewards are now required, who, on their admission, would release the men now performing that service for ordinary duty. Calgary and McLeod are already provided for; one good man is required at the hospital Regina; one at Carlton, one at Prince Albert, and, if the force is to be increased at that point, a fourth at Medicine Hat.

Should the immediate augmentation of the force be decided upon, not only this, but the increased number of outposts already made will demand a corresponding increase in the medical supplies for 1885; the larger outposts especially requiring some minor instruments, and what may be necessary in the shape of dispensing apparatus, which need not be great—none of which material can be furnished by any of the existing posts. To do this promptly and efficiently, as well as economically,

the requisitions should be amended by me in Ottawa, where they could, at the same time, be considered, discussed and approved, or modified, without the delay and difficulty involved in transacting business at so great a distance.

Whatever course is determined upon, it is certainly of importance that the medical supplies should be obtained and forwarded as early as possible during the ensuing year, the extent of territory over which they have to be distributed requiring plenty of time before cold weather sets in; and taking into consideration the large proportion which must be distributed from Regina, the importance of making provision for their safe storage, &c., cannot be overlooked.

I have herewith forwarded every requisition made this year exactly as it came to me. If more is received here than is found to be absolutely required at any post, it can now be either forwarded without fear of being lost or missed, or can be stored as a stock upon which requisitions can be drawn, in cases of emergency, which experience proves are continually occurring; and the system of keeping orderly records, and obtaining accurate returns of all supplies issued, will, if properly provided for, and carried into execution, lead in the end to decreased expenditure, while the efficiency of the medical department will be actually increased.

I regret that this report should have been prepared with less care than I should have preferred to bestow upon it, but my time has been fully taken up with other duties equally pressing, and probably of more importance.

My work for the future may be comparatively easy, though some assistance may be required in carrying out details.

I have the honor to be, Sir,

Your obedient servant,

AGUSTUS JUKES,

Senior Surgeon.

APPENDIX No. 1.

NORTH-WEST MOUNTED POLICE.

Sick Report, from 1st December, 1883, to 30th November, 1884.

Disease.	Number of Cases.	Number of Days.	Average Duration.	Surgeon's Remarks.
Scrofulous cellulitus	1	481	481	Returned to duty, after expiration of sick leave.
Fever, remittent	10	153	15 3/10	Recovered.
Stricture	4	89	22 1/4	do
Diarrhœa	25	41	1 16/25	do
Syphilis, secondary	19	198	10 8/19	do
Orchitis	4	77	19 1/4	Recovered.
Herpes loster	1	1	1	do
Chafe	24	50	2 1/12	do
Contusions (some severe)	32	260	8 1/8	Principally injuries from horses.
Cephalalgia	6	11	1 5/6	Recovered.
Pharyngitis	18	35	1 7/18	do
Bronchitis	44	111	2 23/44	One (Con. Brady) diseased when admitted ; invalided.
Furunculus	14	52	3 5/7	Recovered
Sprain	26	143	5 1/2	One invalided ; Con. Cowan, from Maple Creek.
Fever, intermittent	12	35	2 11/12	Recovered.
Eczema	2	5	2 1/2	do
Hemorrhoids	3	5	1 2/3	do
Gonorrhœa	17	204	12	do
Sciatica	4	35	8 3/4	do
Dyspepsia	4	18	4 1/2	One sent from Calgary to be invalided ; nominally for disease of the heart; returned to duty.
Frost bite	3	11	3 2/3	Recovered.
Bullet wound	1	56	56	Deserted (Con. Hart) on sick leave, now in guardroom ; a very serious wound.
Colic	6	11	1 5/6	Recovered.
Neuralgia	12	32	2 2/3	do
Conjunctiritis	5	5	1	do
Odontalgia	3	3	1	do
Constipation	13	18	1 1/13	do
Syphilis (primary)	14	178	12 5/7	do
Paronychia	3	30	10	do
Diptherite throat	4	38	9 1/2	do
Hydrarthrosis	2	122	61	do
Gonorrhœal rheumatism	1	63	63	Con. Fisher; invalided.
Inguinal hernia	3	37	12 1/3	Cons. Trinder, Fisher and Duffield ; invalided ; all admitted with this disease.
Nephralgia	1	1	1	Recovered.
Typhoid fever	1	20	20	Died in hospital.
Rheumatism	5	53	10 3/5	Recovered.
Lumbago	1	11	11	do
Gumboil	1	5	5	do
Malposition of testicle, with a	1	35	35	See "Inguinal hernia," as above.
Stricture (traumatic)	1	13	13	Recovered.
Nervous debility	3	5	1 2/3	do
Scald	1	38	38	do
Billious derangement	4	4	1	do
Fracture (femur and ribs)	2	31	15 1/2	One, the first sent down to be invalided from Battleford ; returned to duty.
Mental imbecility	1	1	1	Con. Chandler, from Macleod ; invalided.

APPENDIX No. 1.—Annual Sick Report, &c.—*Concluded.*

Disease.	Number of Cases.	Number of Days.	Average Duration.	Remarks.
Epilepsy	2	68	34	Con. McCutcheon; invalided.
Bite from horse	1	1	1	Recovered.
Sympathetic bubo and varicocele	1	8	8	do
Hæmatocele and varicocele	1	13	13	Returned to duty; diseased when admitted.
Dysentery	3	18	6	Recovered.
Acute nephritis	1	65	65	do
Phinosis	1	20	20	Con. Leclair, from Battleford, to be invalided for chronic cystilis; returned to duty.
Scabies	2	28	14	Recovered.
Incised wound	3	25	8⅓	do
Ingrowing toe nail	1	2	2	do
Disabled hand	1	13	13	Con. Peasnell, from Fort Saskatchewan, to be invalided; returned to duty.
Corneitis	.....	.....	.....	Sent down from Battleford to be invalided; invalided.
Chronic ulceration of leg from diseased bone	.....	.....	.....	Unsound when admitted; invalided.

A. JUKES, M.B., &c.,
Surgeon.

REGINA, 1st December, 1884.

ANNUAL MEDICAL REPORT OF ASSISTANT-SURGEON MILLER.

CARLTON, N. W. T., 4th December, 1884.

SIR,—I have the honor to report that on leaving Maple Creek for Battleford, on the 16th of May last, the health of the men at that post and at Medicine Hat was all that could be desired.

From May to November the health of those at Battleford and at Fort Pitt was most satisfactory. On the 12th of November Dr. Rouleau assumed charge of the men at Battleford. On the 15th of the same month I was transferred to Carlton.

At present, at Carlton, there are none on the sick list.

On the 23rd of October Staff-Sergeant Rolph left Battleford to assume medical care of the men at Fort Pitt.

From Battleford it was impossible for me to bring any medicine, as the stock there is very low, not having been replenished for two years from headquarters; consequently it was necessary for me to order a small supply from Prince Albert, to treat such cases as are most apt to occur, until the supplies arrived from headquarters.

The men at Prince Albert are ably looked after by Dr. Bain, of that place.

I would here suggest that a well assorted stock of medicines and appliances should be kept at the various posts, so as to enable the surgeon to meet successfully any variety of illness that might occur. The so doing would show greater wisdom than the furnishing of an incomplete supply, which would be and is apt to leave the medical officer ineffective for want of proper means to treat particular cases.

At Battleford a hospital is at last being built; at Carlton a dispensary, in the future, is all that is contemplated. Appended please find classified list of diseases treated amongst the men at Battleford, Pitt, Prince Albert and Carlton.

I have the honor to be, Sir,

Very respectfully yours,

ROBT. MILLER, M.D., C.M.,

Assistant Surgeon, N.W.M.P.

Officer Commanding, N.W.M.P., Battleford.

SHOWING the Number of Cases and Average Duration of Diseases treated, from 1st January to 31st October, 1884.

Disease.	Number of Cases.	Number of Days.	Average Duration	Remarks.
Syphilitic rheumatism	1	19	19	
Broken thigh; do in 1883	1	175		Transferred to Regina, 23rd June.
Bubo	18	214	11 8/9	
Cystitis	1	144		do do
Rheumatism	9	28	3 1/9	
Coughs and colds	17	28	1 11/17	
Gonorrhœa	16	29	1 13/16	
Neuralgia	2	11	5 1/2	
Lumbago	5	12	1 4/5	
Bruise	7	16	2 2/7	
Strain	4	6	1 1/2	
Hemorrhoids	7	60	8 4/7	
Frostbite	1	5	5	
Chancre	3	3	1	
Burn	1	2	2	
Incontinence of urine	1	1	1	
Orchitis	3	59	19 2/3	
Stricture	1	31	31	
Snow blind	1	3	3	
Pharyugilis	4	7	1 3/4	
Urbicaria	1	1	1	
Odontalgia	2	9	4 1/2	
Gleet	2	2	1	
Gaslialgia	1	5	5	
Constipation	3	6	2	
Excoriation	5	12	2	
Aphonia	1	3	3	
Biliousness	8	9	1 1/8	
Incised wound	1	8	8	
Syphilis	3	3	1	Under treatment for longer period, though not off duty.
Debility	1	15		
Furnucle	3	9	3	
Diarrhœa	9	20	2 2/9	
Ague	2	2	1	
Ulcerated mouth	2	2	1	
Swollen glands	1	1	1	
Congestion of lungs	1	23		
Malarial fever	1	3	3	
Insolation	1	3	3	
Cephalalgia	3	3	1	
Indigestion	3	3	1	
Nervous debility	1	6	6	
Pain in side	1	1	1	
Dysentry	1	6	6	
Erysipelas	1	9	9	
Pleurodynia	3	16	5 1/3	
Abrasion	2	2	1	
Mucous ulcers	1	1	1	
Kick	1	4	4	
Sprained ankle	1	19		
Chapped lips	1	1		
Cramps	1	2	2	
Pain in chest	1	2		
Angina	2	2		

ROBERT MILLER, M.D., C.M.

BATTLEFORD, 11th December, 1884.

SHOWING the Number of Cases and Average Duration of Diseases treated, from the 1st to the 31st November, 1884.

Disease.	Number of Cases.	Number of Days.	Average Duration.	Remarks.
Bubo	1	15		
Furnucle	4	12	3	One still under treatment.
Bruise	4	14	3½	do
Coughs and colds	5	13	2⅗	
Sprain	5	19	3⅘	
Constipation	3	3	1	
Odontalgia	1	2		
Muscular pains	1	1		
Neuralgia	2	5	2½	
Biliousness	1	2		
Pain in side	2	2	1	
Sore throat (specific)	1	1		
Excoriation	1	1		
Chafe	2	2	1	
Ulcerated leg	1	10		Still under treatment.
Indigestion	2	2	1	
Diarrhœa	1	7		
Rheumatism	1	7		do
Sore throat	1	1		
Chancre	1	1		

E. H. ROULEAU, M.D.,
Surgeon.

BATTLEFORD, 11th December, 1884.

ANNUAL REPORT OF ASSISTANT-SURGEON KENNEDY.

FORT MCLEOD, 5th December, 1884.

SIR,—I have the honor to present you with my Annual Report for 1884

I arrived in Calgary on 2nd January, on my return from leave of absence in the East, and at once took over the hospital from Dr. Henderson, who had been acting as my substitute. From this time until 15th May, the date of my departure for McLeod, nothing in the medical history of the post occurred which can be considered worthy of special mention, excepting a visit to McLeod and the recommendation that a number of men be discharged as invalids. The facts concerning these latter must be taken from the records of the Calgary hospital, and will, no doubt, be mentioned by the medical officer of that post. My visit to McLeod occurred about the 1st of February, and extended over ten days, during which time Dr. Henderson again kindly acted as my substitute. During my visit I drew out the plans and specifications for the interior arrangement of the new hospital here, which was then under process of construction, and also made a report to Superintendent Cotton on the sanitary condition of the old post and the best means of remedying some defects in it.

On 13th May I finally left Calgary, and after a three days' trip, arrived here on the 16th, and at once took up my quarters in the new fort, Staff-Sergeant De Veber who had had medical charge here temporarily, being transferred to Calgary. On the 20th the division abandoned the old fort and moved into the new quarters.

Appendix A will show the diseases treated here during the year. It will be noticed that there is a preponderance of coughs and colds, rheumatism, cases of minor surgery, and venereal and genito-urinary diseases. The coughs and colds occurred mainly during the winter and spring months, and while the men were still living in the old quarters. Few of the cases of rheumatism were serious. It is a matter for

sincere congratulation that venereal diseases are now greatly decreasing, a fact which can be noted for the first time in five years.

I have remarked, since the removal to the new post, a very decided improvment in the general health of the men, a fact which cannot be a source of wonder when we consider the difference between the low, foul-smelling and ill-ventilated log buildings of the old fort and the spacious, airy, well-lighted and comfortable quarters of the new.

It may not be out of place for me to mention here one of the striking peculiarities of the climate of this district in its relation to disease. I allude to its remarkable immunity from phthisis and diseases of the lungs. The elevation of the country above sea level—3,000 feet—its mild winters and its dry and bracing air will, I am satisfied, render it, in the near future, a permanent resort for a large number of those afflicted with weak or phthisical lungs. Speaking from an experience extending over parts of six years, I have observed that pneumonia is almost an unknown disease, while I do not remember a case of phthisis which had its inception in this district. Coupling these facts with the knowledge that many persons with weak and phthisical lungs have been permanently benefited by a residence here, I feel warranted in dwelling on this as a fact of great and national importance.

This being the first year of occupation of the new post, it is fitting that I should make brief mention of some of the sanitary conditions affecting it. The post is built on the bench land at a distance of about half a mile from Old Man's River, and at an elevation of nearly 50 feet above it. The soil is very gravelly, natural drainage excellent, and the facilities for further drainage of the best. The buildings are of frame, the walls being composed of two thicknesses of boards, with tar paper between them, battened on the outside and lathed and plastered inside. The height of the ceilings averages twelve (12) feet and ample attention has been paid to the lighting and ventilation. In the men's quarters a pleasing feature is the excellent and abundant facilities for washing, &c. The hospital is specially worthy of mention as being the best building in the post, and probably the best hospital in the North-West. It is excellently adapted for its purposes, and, indeed, leaves little or nothing to be desired.

In speaking of the post, I should direct attention to the following points: Being built on the bench land, it is of course directly exposed to the winds which are so prevalent in this district. The atmosphere, too, is so dry that it causes shrinking even in seasoned lumber, and to this is due the fact that the windows have now all became loose in their sashes and cause draughts through all the houses. A very great and necessary improvement would therefore be the supplying of storm windows to all the quarters.

For the same reasons which I have given above, I think it will eventually be necessary to clap-board the houses instead of having them battened as they are at present.

The water supply of the fort has been drawn from a powerful spring, which issues from the bank 150 yards west of the post, but the well in the centre of the square is now being, used and furnishes water abundant in quantity and free from all impurities.

I would respectfully recommend that the men be supplied with iron cots instead of the boards and trestles they are at present using. The latter are cold, uncomfortable and unsightly, and the substitution of iron bedsteads would be a great improvement. The supply of beds for the hospital has, I believe, been already considered.

I have the honor to be, Sir,

Your obedient servant,

G. A. KENNEDY,

Assistant Surgeon, N.-W.M.P.

Supt. COTTON, Officer Commanding N.-W. M. P.,
Fort McLeod.

NORTH-WEST MOUNTED POLICE.

RETURN showing Diseases treated at Fort McLeod, from 1st January to 30th November, 1884.

	Diseases.	No. of Cases.	No. of Days.	Remarks.
Surgery and Minor Surgery.	Strains	2	5	
	Chafes	2	7	
	Contussions	9	28	
	Ingrowing toe nail	1	34	Operation.
	Ophthalmia	4	8	
	Varicose veins	1	86	
	Fistula	1	1	
	Incised wounds	1	6	
	Fractures	1	54	1 case of fracture not shown in sick reports this year; invalided. Hayes.
	Abrasions	2	6	
	Sprains	12	96	
	Frost bites	1	5	
General Diseases and Diseases of Circulation.	Fever	2	18	
	Rheumatism	34	257	1 invalided.
	Debility	1	40	Invalided.
	Coughs and colds	62	112	
	Heart disease	1	34	
	Pleurisy	1	39	
	Tonsillitis	15	80	
Skin.	Eczema	1	18	
	Acne	2	6	
	Boils	5	40	
	Liborrhœa	1	3	
Diseases of Digestive System.	Indigestion	8	10	
	Vertigo	4	5	
	Colic	13	18	
	Constipation	9	10	
	Diarrhœa	18	56	1 under treatment.
	Hemorrhoids	3	29	
Venereal and Genito Urinary.	Phimosis	2	14	
	Bubo (Symph)	3	106	
	Epidynitis	1	16	Under treatment.
	Syphilis	7	187	2 invalided.
	Chancroid	18	340	
	Bubo	18	401	1 under treatment.
	Gonorrhœa	20	320	
	Gleet	2	41	
	Nephritis	1	8	
	Inability of bladder	1	4	
	Stricture	1	34	
	Total	291		

G. A. KENNEDY,
Asst. Surgeon, N.-W. M. P.

REPORT OF DR. BAIN.

PRINCE ALBERT, 26th November, 1884.

I have the honor to report that during the past year the health of the Prince Albert detachment of the Mounted Police has been good. There have been no deaths nor any cases of very serious illness to report.

There has been very little venereal disease amongst the men. In the past year I have had but six cases.

In September and October last the men were for some time under canvas. The weather was then very wet and cold, and, as a result, I had a number of cases of tonsillitis and ulcerated sore throats. The men are now, however, comfortly quartered, and at the present time the health of the detachment is all that could be desired.

Last year I recommended that Constable England be invalided. This was done during the current year.

I attach to this report a classified list of cases treated here.

I have the honor to be, Sir,

Your obedient servant,

HUGH M. BAIN, M.D., C.M.,

Acting Surgeon, N.-W. M. P.

To the Officer Commanding, Battleford District.

CLASSIFIED List of Cases taken during the past Year amongst the Prince Albert Detachment.

Disease.	No. of Cases.	No. of Days.	Average Duration.	Remarks.
Syphilis	2			Still under treatment.
Gonorhœa	4			
Coughs and colds	6	24	4	
Throat affections	7	42	6	
Neuralgia	2	5	2½	
Diarrhœa	3	12	4	
Rheumatism	1	6	6	
Dyspepsia (chronic)	1			
Affection of liver	4	40	10	
Skin affection	2	10	5	
Accident	1	6	6	Corporal O'Brien was run over by a waggon and severely bruised.

(Signed), HUGH M. BAIN, M.D., C.M.,

Acting Surgeon, N.-W. M. P.

26th November, 1884.

ANNUAL REPORT OF DR. HENDERSON.

CALGARY, 3rd December, 1884.

SIR,—I have the honor herewith to submit the Annual Sick Report of E division North-West Mounted Police, stationed at Fort Calgary, the charge of which I assumed in the latter part of May of this year, subsequent to the departure of Assist-Surgeon Kennedy for Fort McLeod.

The health of the troop during the past year has, on the whole, been good, being entirely free from disease of an epidemic or infectious character.

As will be seen, cases of cold, sore throat and rheumatism predominate to a considerable extent, and this is largely accounted for by the imperfectly secure state of the buildings, exposing the men to the inclemency of the weather to a great degree; but I am happy to report that this evil has been in a great measure overcome by recent improvements on the buildings and the comfort of the men thereby greatly enhanced.

During the year six men have been invalided from the force and two more have been recommended for invaliding.

No deaths are reported as occurring in this troop during the year, but the case of Frank Pennock who died in the hospital while on his way from Fort McLeod to the Provincial lunatic asylum.

I have to report that the condition of the hospital has not been by any means satisfactory, partly owing to the unsuitableness of the building and the great want of proper hospital appliances; the beds are quite unsuited for hospital purposes, especially for the treatment of surgical cases, and the want of proper instruments for the dressing of minor cases is also felt. The supply of medicines has been very deficient, so much so that for months back it has been almost impossible to prescribe those remedies which were considered proper in special cases, and the necessity was involved of purchasing drugs, from time to time, in small quantities from the local druggists, at necessarily high prices.

The appointement of a new hospital sergeant and the recent taking in charge by him of the hospital stores and medicines will, in a measure, obviate such a condition in the future.

I have to report that at the time of my taking charge, in May, there were no hospital comforts on hand.

I have the honor to be, Sir,

Your obedient servant,

ANDREW HENDERSON, M.D.,

Surgeon in-Charge.

Officer Commanding E Division, N.W.M.P.

NORTH-WEST MOUNTED POLICE.

ANNUAL Sick Report of "E" Division, for the Year ending 30th November, 1884.

Disease or Accident.	Number of Cases.	Number of Days.	Average Duration.	Remarks.
Abrasion	8	14	1·6	
Abscess	1	2	2	
Acne	4	18	4½	
Anœmia	1	1	1	
Balanitis	1	1	1	
Biliousness	20	36	2 3/10	
Boils	5	31	6 1/5	
Bubo	17	192	11¼	
Carious teeth	7	11	1 4/7	
Chancroid	18	131	7 1/3	
Cold	37	91	2½	
Conjunctivitis	2	6	3	
Constipation	9	23	2½	
Contusion	10	57	5 7/10	
Corns	1	7	7	
Coryza	11	48	4½	
Cough	1	2	2	
Cut hand	2	33	16½	
Diarrhœa	21	55	2½	
Debility	1	1	1	
Dislocation of knee	1	45	45	
do finger	1	4	4	
Enlargement of heart	1	7	7	
do glands	3	14	4⅔	
Erythema	1	1	1	
Fever	4	63	15¾	
Fissure of anus	1	4	4	
Gastritis	1	5	5	
Gleet	4	24	6	
Gonorrhœa	15	149	10	
Hemorrhage of lungs	1	18	18	Under treatment.
Hemorrhoids	4	13	3¼	
Indigestion	13	57	4⅓	
Ingrown toe nail	1	21	21	
Irritable bladder	2	9	4½	
Kick from horse	1	1	1	
Neuralgia	3	5	1⅔	
Painful stump	1	5	5	
Palpitation	1	1	1	
Rheumatism (sub-acute)	28	226	8	
do (chronic)	3	17	5⅔	
do (muscular)	2	7	3½	
Sore finger	1	2	2	
do mouth	1	2	2	
do throat	12	48	4	
Sprain	42	190	4½	
Stricture	2	34	16	
Swelled testicle	6	34	5⅔	
Syphilis	4	51	13¾	
Tape worm	3	35	12	
Tumors	2	29	14½	
Varicocele	1	1	1	
Varicose veins	2	6	3	
Vertigo	1	1	1	
Weak eyes	2	11	5½	
Wounds	5	27	5⅖	

YEARLY Sick Return, Maple Creek, for the period ending 30th November, 1884.

Disease	Number of Cases.	Number of Days.	Average Duration.	Remarks.
Sprains	6	159	26½	1 invalided at Regina; 5 returned to duty.
Rheumatism	1	13	13	Invalided at Regina.
Colds	3	4	1⅓	Returned to duty.
Paronychia	1	10	10	do
Bruises	5	18	3⅗	do
Biliousness	1	1	1	Med. and duty.
Gonorrhœa	6	60	10	Returned to duty.
Constipation	2	2	1	do
Furunculus	1	8	8	do
Gleet	8	31	3⅞	do
Conjunctivitis	2	2	1	Med. and duty.
Extraction of teeth	2	2	1	do
Pharyngitis	4	9	2¼	do
Dyspepsia	3	3	1	do
Hæmorrhoids	4	13	3¼	Returned to duty.
Neuralgia	1	1	1	Med. and duty.
Woticaria	1	1	1	do
Diarrhœa	4	12	3	Returned to duty.
Eczema	1	1	1	do
Chafe	1	1	1	do
Chancre	3	17	5⅔	do
Secondary syphilis	1	1	1	do
Bronchitis	4	9	2¼	do
Orchitis	1	19	19	do
Anthrax	2	16	8	do
Bubo	3	32	10⅔	2 returned to duty; 1 off.
Typhoid fever	1	72	72	In hospital; convalescent.
Fracture, clavicle	1	41	41	Returned to duty.
Dysentry	1	1	1	do
Wound	1	7	7	do

J. C. HOLME,
Hospital Steward.

MAPLE CREEK, 1st December, 1884.

SICK Report, Detachment of "D" Division, stationed at Fort Pitt, from 7th June to 1st December, 1884.

Bilious attack	1	1	1
Colic	1	1	1
Coughs and colds	7	17	2½
Debility	3	9	3
Diarrhœa	3	8	2⅔
Dislocation of finger	1	1	1
Dyspepsia	2	14	7
Fistula in ano	1	5	5
Scrofulous sore	1	10	10
Gonorrhœa	3	41	15
Pleurisy	1	10	10
Rheumatism	1	1	1
Sore foot	2	5	2½
Sprains	8	32	4¼
Strumous diathesis	1	15	15
Tonsilitis	2	7	3½
Total	38	177	nearly 5

J. WIDMER ROLPH,
Hospital Steward.

FORT PITT, 1st December, 1884.

APPENDICES.

APPENDIX A.

Criminal and other Cases tried in the North West Territories.

Date of Arrest or Committal.	Prosecutor.	Defendant.	Nature of Offence.	Date of Conviction or Acquittal.	Penalty.	Remarks.	If Tried by Jury.	Where Tried.	By whom Tried.
1883.				1883.					
Dec. 10	Regina	G. D. Browne	Selling liquor	Dec. 10	Fined $200 & costs	Paid	No.	MedicineHat	Insp. Macdonell, J.P.
1884.				1884.					
Jan. 4	Peter O'Hare	J. Lawrence	Removing hay	Jan. 4	Acquitted	Insufficient proof	do	Maple Creek	Supt. Shurtliffe, J.P.
do 7	Regina	Hugh Ross	Larceny	do 7	do		do	MedicineHat	Lt.-Col Macleod, S.M.
do 11	do	Ed. Rosseau	Importing & selling liquor	do 11	$50 or 6 weeks imprisonment.	Imprisoned	do	Maple Creek	Supt. Shurtliff, J.P.
Feb. 21	do	Charles McNulty and Geo. Grey	Burglary			Sent to Brandon for trial.	do		
Mar. 4	do	D. Leo	Embezzlement	Sept. 13	6 mos. hard labour	Sent to Regina	do	MedicineHat	Lt.-Col. Macleod, S.M.
do 14	Mary Smith.	Jess. Smith	Assault	Mar. 21	Fined $10 and costs	Fine paid	do	do	Supt. Shurliffe, J.P.
do 21	Regina	Ed. Ranch	Drunk and disorderly	do 21	do $1 do	do	do	do	do
do 22	do	S. St. Denis	Assault with intent to kill	do 22	Acquitted	Insufficient evidence.	do	Maple Creek	do
Apr. 4	do	J. K Ritchie	Selling liquor to a squaw	Apr. 4	Fined $50 and costs		do	MedicineHat	do
do 4	J. McCabe	Saskatchewan Coal Mining & Transportation Co.	Non-payment of wages	do 4	Order for payment of claim and board until paid, it paid before 16th.		do	do	do
do 4	James Reid								
do 4	Ed. Cross								
do 4	A. Westwood	do	do	do 4	do		do	do	do
do 4	George Hilliard	do	do	do 4	do		do	do	do
do 4	James Morrison	do	do	do 4	do		do	do	do
do 4	Albert Horton	do	do	do 4	do		do	do	do
do 4	H. Bentley	do	do	do 4	do		do	do	do
do 4	John Smith	do	do	do 4	do		do	do	do
do 4	George Halling	do	do	do 4	do		do	do	do
do 4	A. Cameron	do	do	do 4	do		do	do	do
do 4	And. Anderson	do	do	do 4	do		do	do	do
do 4	Charles Buck	do	do	do 4	do		do	do	do
do 4	A. Matthews	do	do	do 4	do		do	do	do
do 4	Wm. Lawson	do	do	do 4	do		do	do	do

do	4	J. Mulholland. ...	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	J. Gastard.....	do	...	do	...	do	4	do	..	.....	do	do		do
do	4	W. Mulholland...	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	Geo. Kenworthy	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	G. H. Johnson...	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	H. Cartwright...	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	W. Hicks.....	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	John Cartwright	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	W. Unwin	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	Geo. Anderson ..	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	Thos. Heagu.....	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	John Webster....	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	Alex. Webster...	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	Jas. Jarvis	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	R. Lenden.....	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	W. Harvey	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	M. McCauley	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	J. C McLeod....	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	Mary Purcill	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	J. McDonald.....	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	Wm. Todd.....	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	J. Little.....	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	J. W. Terry	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	Chs. Groyke.	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	D. McNaught	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	D. McColl	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	J. Swallow	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	M. Morrisey.....	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	R. Ross.....	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	Hy. Holt	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	H. McLaughlin ..	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	H. Jolly.....	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	R. Foley	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	R. McPherson ...	do	...	do	...	do	4	do	...	.....	do	do		do
do	4	A. Cummings ...	do	...	do	...	do	4	do	...	.....	do	do		do
do	16	Regina	J. K. Ritchie		Selling liquor		do	16	Acquitted		.....	do	Medicine Hat		Supt. Shurtliffe, J.P.
May	9	do	Jas. Denlon		Having liquor illegally in possession.		May	9	do		.....	do	do	...	Thos. Tweed, J.P.
June	5	do	do		do ...		June	5	do		Insufficient evidence.	do	do	...	Supt. McIlree, J.P.
do	5	do	W. Sullivan		do ...		do	5	$50 and costs or 14 days.		Fine paid.....	do	do	...	do
do	5	do	F. Laframboise...		Drunk and disorderly.....		do	5	Dismissed with caution.		... .	do	do	...	do
do	5	do	P. Girard		do ...		do	5	do ...		.....	do	do	...	do
do	12	do	F. K. Ritchie....		Having liquor illegally in possession.		do	12	Fined $200 and costs.		Paid	do	do	...	Thos. Tweed, J.P.
do	6	Jean Baptiste....	F. Ramsden		Making away with a hired horse.		do	6	Defend't ordered to make good the horse		.....	do	Maple Creek		Insp. Macdonell, J.P.

APPENDIX A.—Criminal and other Cases in the North-West Territories, &c.—*Continued.*

Date of Arrest or Committal.	Prosecutor.	Defendant.	Nature of Offence.	Date of Conviction or Acquittal.	Penalty.	Remarks.	If Tried by Jury.	Where Tried.	By whom Tried.
1884.				1884.					
June 13	Regina	Geo. Ambrose ...	Selling liquor.	June 13	Fined $50 or 14 days' imprisonment.	Imprisoned at Regina.	No.	Swift Cur'nt	Supt McIllree, J.P.
do 13	do	W. Anderson	Liquor illegally in his possession.	do 13	Fined $50 and costs	Half fine to informer	do	do ...	do
do 14	do	McKinney Burke	Selling intoxicants	do 14	Fined $200 or 6 months.	Imprisoned	do	do ...	do
do 14	do	D. McCully.....	do	do 14	Fined $100 or 3 months.	Half fine to informer	do	do ...	do
do 30	do	F. Bourbank.....	Vagrancy	July 7	6 months' hard labour.	....	do	Maple Creek	Lt-Col Irvine, S.M.
do 30	do	S. Miller	do	do 7	do ...	....	do	do ...	do
do 30	do	J. Hamilton	do	do 7	do ...	... ...	do	do ...	do
July 1	do	J. Hamsdan	do	do 7	14 days' hard labour.	....	do	do ...	do
June 16	do	J. W. Ritchie....	Selling beer on Sunday...	do 16	$100 and costs.....	Paid	do	Medicine Hat	Thos. Tweed, J P.
do 17	do	Spotted Quill (Cree Indian.)	Bringing stolen property into Canada.	do 17	2 years' hard labour in Manitoba Penitentiary.	....	do	do ...	Lt.-Col. Irvine, S M.
do 17	do	Little Bay.....	do ...	do 17	do ...	....	do	do ...	do
July 29	do	J. Nort.....	Selling liquor to Indians	do 29	Fined $50 and costs	Paid	do	do ...	Thos. Tweed, J.P.
do 29	do	do ..... Cree Indians	Selling beer on Sunday...	do 29	do $5 do ...	do	do	do ...	do
Aug. 5	do	Ka-ke-tap	Bringing stolen property into Canada.	Aug. 26	1 month's hard labour.	....	do	Regina	Col. Richardson, S.M.
do 5	do	The Cree.....	do ...	do 26	2 do do ...	....	do	do	do
do 5	do	Day Thunder..	do ...	do 26	2 do do ...	....	do	do	do
do 8	do	The Sarcee	do ...	do 26	2 years' do ...	....	do	do	do
do 16	do	Is-ti-ni-alv.....	do ...	do 26	2 do do ...	....	do	do	do
do 16	do	The Rock	do ...	do 26	2 months' do ...	....	do	do	do
do 17	do	Little Fish	do ...	do 26	2 do do ...	....	do	do ...	do
do 9	Geo. Walker.....	F. Ireland	Assault	do 9	Acquitted	....	do	Medicine Hat	Thos. Tweed, J.P.
do 18	Regina	W. Campbell	Gambling	do 20	Fined $100 and costs.	Paid	do	do ...	Insp Macdonell, J.P.
do 18	do	Ed. Ranch.....	do	do 20	do ...	do	do	do ...	do

do	18	J. S. Ingram	J. S. Ingram	do	do	20	do	do	do	do	do	do	
do	18	Regina	M. Vance	do	do	20	do	do	do	do	do	do	
do	18	do	Jas. Denton	Keeping gambling house.	do	20	do	do	do	do	do	do	
Sept.	9	do	Chs. Gauthier	Selling liquor	Sept.	9	do or 3 mos		do	do	do	do	Thos. Tweed, J.P.
do	23	do	Louis Leveillé	Having liquor illegally in possession.	do	23	Case dismissed	Insufficient evidence.	do	Maple Creek	Supt. McIlree, J.P.		
do	23	do	Peter Leveillé	do	do	23	do	do	do	do	do	do	
do	23	do	A. Willette	Importing intoxicating liquor.	do	23	do	do	do	do	do	do	
do	11	J. J. English	J.B. Laframboise	Larceny	do	11	7 days' imprisonment.		do	do	Insp. Macdonell, J.P.		
Oct.	2	Regina	Little Bird (Cree Indian).	do	Oct.	2	Case dismissed		do	Medicine Hat	Thos. Tweed, J.P.		
do	2	do	Old Bear	do	do	2	do		do	do	do		
do	9	do	Bear Hand	do	do	9	6 months' hard labour.		do	Maple Creek	Col. Richardson, S.M.		
do	9	do	"Narkis" and his wife "The Good Speaker"	do	do	9	Case dismissed	Insufficient evidence.	do	do	do		
do	15	A. F. Gordon	D. J. Wylie	Assault	do	15	Fined $5 and costs	Paid	do	Medicine Hat	Thos. Tweed, J P.		
Nov.	10	Regina	J. Denlon	Selling liquor	Nov.	10	$200 and costs	do	do	do	Insp. Macdonell, J.P.		
Jan.	21	Regina	M. G. Clark	Spirituous liquor illegally in his possession.	Jan.	22	$50 and costs, or 6 months.		No.	Regina	Supt. Herchmer.		
do	24	do	H. Martin	Spirituous liquor illegally in his possession, and selling or bartering.	do	24	$50 and costs, or 3 months.	Fine paid	do	do	do		
do	24	do	Edw. White	Spirituous liquor illegally in his possession	do	24	do	do	do	do	do		
do	24	do	Thos. Chesterton	Spirituous liquor illegally in his possession, and selling or bartering	do	24	do	do	do	do	do		
do	24	do	Jas. Nugent	Spirituous liquor illegally in his possession.	do	24	do	do	do	do	do		
do	24	do	Jno Smith	Spirituous liquor illegally in his possession, and selling.	do	24	$100 and costs, or 6 months' imprisonment.	do	do	do	do		
do	24	do	Jno. Nugent	Giving false information.	do	24	Dismissed with caution.		do	do	do		
do	26	do	M. Morrison	Liquor illegally in possession, and selling same.	do	28	$100 and costs, or 6 months' imprisonment.		do	do	do		
do	29	do	O. H. Allen	Liquor illegally in possession.	do	30	Fined $100 and costs, or 3 months' imprisonment	do	do	do	do		
do	30	do	do	Refusing to give information to police.	do	30	do	do	do	do	do		
do	31	do	Hugh McKay	Liquor illegally in possession.				Case dismissed	do	do	do		

APPENDIX A.—Criminal and other Cases in the North-West Territories, &c—*Continued.*

Date of Arrest or Committal.	Prosecutor.	Defendant.	Nature of Offence.	Date of Conviction or Acquittal.	Penalty.	Remarks.	If Tried by Jury.	Where Tried.	By Whom Tried.
1884.				1884.					
Jan. 12	Regina	I. Buckley.....	Bartering or selling spirituous liquor.	.....	.....	Dismissed	No	Regina	Supt Herchmer.
do 31	do	J. W. Young.....	Selling liquor.....	....	.....	do with costs	do	do	do
do 12	do	D Ross.....	Spirituous liquor illegally in possession.	.....	.....	do	do	do	do
do 12	do	D. Jackson.....	Selling liquor illegally ...	....	....	do	do	do	do
Feb. 22	do	Ka-was-ho-pe-kee.	Larceny	Feb. 25	....	Acquitted	do	do	Col. Richardson, S M.
do 23	do	Gopher Tour	do	do 28	1 mons'. imprisonment with hard labour.	....	do	do	do
do 25	do	Penny-way-ke-sick.	do	do 28	....	Sentence deferred	do	do	do
do 25	do	Moise	do	do 28	....	do ...	do	do	do
do 2[illegible]	do	Canawas	do	do 28	....	do ...	do	do	do
do 29	do	Jas. Crack.....	Drunk and disorderly.....	Mar. 1	Fined $[illegible]0 and costs.	Fine and costs paid	do	do	Supt. Herchmer, J.P., and Insp. Deane, J P.
Mar. 3	H. Aylesworth...	David Reed.....	Non payment of wages...	do 3	To pay $20 & $5.50 costs on or before 30th April, 1884.	....	do	do	Supt. Herchmer, J.P.
April 16	Regina	Ch[illegible]isHutchinson	Felony (larceny).....	April 30	.....	Sentence deferred	do	do	Col. Richardson, S.M.
June 5	do	Heenan, *alias* W. Berry.	Illegal possession of horses.	July 16	2 years' imprisonment in Manitoba Penitentiary.	....	do	do	do
do 18	do	Little Eye.....	Placing obstruction on C. P. Railway track.	do 19	....	Dismissed	do	do	Supt. Deane, J. P.
do 18	do	Ah-kee-taps	do ...	do 19	....	do	do	do	do
do 18	do	O See-wat-a-tao.	do ...	do 19	....	do	do	do	do
do 22	do	Buffalo Calf	do ...	do 27	2 years' imprisonment in Manitoba Penitentiary.	....	do	do	Col. Richardson, S.M.
June 26	do	J. G. Gordon....	Having liquor illegally in his possession.	June 27	....	Case dismissed.....	do	do	do
July 9	do	Ka-ha-wah	Bringing stolen property into Canada.	July 14	4 months' imprisonment with hard labour.	....	do	do	Col. Irvine, S.M.

do	9	do	.....	Sitting Back.....	do ...	do	14	8 months' do ...	.....	do	do	.....	do
do	9	do	.....	Single Man	do ...	do	14	do do ...	.....	do	do	.....	do
do	15	do	.....	Narcisse Honore.	Horse stealing	do	29	2 years' imprisonment in Manitoba Penitentiary.	....	do	do	.....	Col Richardson, S.M.
do	16	do	.....	Curbet Peltier...	do	do	26	3 do ...	....	do	do	.....	do
do	16	do	.....	Baptiste Peltier.	do	do	26	2 do ...	....	do	do	.....	do
do	16	do	.....	Alex. Peltier.....	do	do	26	2 do ...	....	do	do	.....	do
do	16	do	.....	Brisbois Brier....	do	do	26	2 do ...	....	do	do	.....	do
do	19	do	.....	Empty Belly, or O-See-wat-a-tao.	do	Aug.	2	2 do ...	....	do	do	.....	Col Irvine, S.M.
do	28	do	.....	Baptiste Ennery.	do	do	2	3 do ...	.....	do	do	.....	do
Aug.	1	do	.....	The Rat.....	House breaking.....	do	2	10 mons.' imprisonment with hard labour.	.....	do	do	.....	do
do	1	do	.....	The Sky.....	do	do	2	do ...	....	do	do	.....	do
do	13	do	....	Albert E. Story.	Embezzlement	do	14	.....	Committed to trial	do	do	.....	
Aug.	24	Regina	.....	Moïse Racette. ...	Horse stealing	Aug.	29	Seven years' imprisonment Man. Penitentiary.	....	No.	Regina.	.....	Col. Richardson, S.M.
do	29	do	.....	Frog's Thigh	Bringing stolen property into Canada.	do	30	Two months' imprisonment with hard labour.	....	do	do	.....	Col. Irvine, S.M.
do	23	do	.....	J. H. Broley.....	Horse stealing	Oct.	17	Three years' imprisonment Man Penitentiary.	....	do	do	.....	Col. Richardson, S.M.
Sept.	10	do	.....	John Shera.....	Drunk	Sept.	10	.....	Dismissed	do	do	.....	Supt. Dean, J.P., and Supt. Neale, J.P.
do	29	do	.....	W. Pitbaldo.....	Having liquor illegally in his possession.	do	30	Fined $50 and costs	Fine and costs paid	do	do	.....	Supt. Deane, J.P.
Oct.	16	do	.....	Al. Yeandle	Horse stealing	...	.....	.....	Dismissed.....	do	do	.....	Col. Richardson, S.M.
do	18	do	.....	Neil Stewart.....	Defrauding the revenue of Canada.	Oct.	24	Fined $50, and two month's imprisonment.	....	do	do	.....	do
do	18	do	....	Wm. Sierson.....	do ...	do	24	do ...	....	do	do	.....	do
Nov.	2	do	.....	Abra. Alexander, *alias* G. Robinson.	Larceny.....	Nov.	26	Four month's imprisonment with hard labour.	....	do	do	.....	do
do	22	do	.....	John B. Barr,...	Selling intoxicating liquor.	.....		.....	Dismissed.....	do	do	.....	Supt. Deane, J.P.
do	26	do	.....	do ...	Having liquor illegally in his possession on 15th September, 1884.	Nov.	26	Fined $50, or two months' imprisonment with hard labour.	Fine paid.....	do	do	.....	Col Richardson, S M.
do	26	do	.....	do ...	Having liquor illegally in his possession on 30th September, 1884.	do	26	do ...	do ..	do	do	.....	do

APPENDIX A.—Criminal and other cases in the North West Territories, &c.—*Continued.*

Date of Arrest or Committal.	Prosecutor.	Defendant.	Nature of Offence.	Date of Conviction or Acquittal.	Penalty.	Remarks.	If tried by Jury.	Where Tried.	By whom Tried.
1883.				1884.					
Dec. 5	Regina	W. Collins.	Drunk and disorderly	Dec. 5	Fined $10		No.	Moose Jaw.	E. C. K. Davis, J.P.
do 11	do	A. Moss	Liquor illegally in his possession.	do 11	Fined $125 & costs		do	do	E. C. K. Davis, J.P., and J. Ross, J.P.
do 22	do	—. McDougall	do do	do 22	Fined $50 and costs		do	do	Insp. Deane, J.P.
do	do	W. Holmes.	Drunk, & liquor illegally in his possession.	Jan. 2	Fined $50 and costs or 14 days' imprisonment.		do	do	E. C. K. Davis, J.P.
1884.									
Jan. 1									
do 1	do	W. Wylie.	Drunk	do 2	$1 and costs		do	do	E. C. K. Davis, J.P., and J. Ross, J.P.
do 3	do	W. Adams.	Drunk and disorderly	do 3	$3 and costs		do	do	do
do 8	do	A. Mowings	Liquor illegally in his possession.	do 9	$80 and costs		do	do	do
do 10	do	J. Prineau	do do	do 10		Dismissed	do	do	E. C. K. Davis, J.P.
do 19	do	F. Royer	do do	do 19		do	do	Broadview	Supt. Herchmer, J P.
do 19	do	A. H. Glenn	do do	do 19		do	do	do	do
do 19	do	B. Hogarth	do do	do 19	$50 and costs, or 6 months' imprisonment.		do	do	do
do 19	do	F. Durrant	do do	do 19	do		do	do	do
do 29	do	P. D. McKinnon.	do do	do 29		Dismissed.	do	do	do
do 29	do	J. Anderson	do do	do 29		do	do	do	do
do 29	do	Henry Dodd	do do	do 29		Dismissed.	do	do	do
do 29	do	T. C. Down	do do	do 29		do	do	do	do
do 29	do	A. Brice and P. Robertson.	Running billiard tables without a license.	do 29	$10 and costs.		do	do	do
Feb. 1	do	W. C. Romaine.	Drunk	Feb. 5	Fined $5 and costs		do	Moose Jaw	E. C. K. Davis. J.P., and J. Ross, J.P.
do 1	do	W. Richardson	Liquor illegally in his possession.	do 2	$50 and costs		do	do	J. Ross, J.P.
do 11	do	T. E. Downing.	Assault	do 11	$3 and costs		do	Ind. Head	S. McDonald, J.P.
Mar. 12	do	H. Welsh.	Non payment of wages	Mar. 12	$30 and costs		do	Ft. Qu'App.	S. Cruthers, J.P.
Apl. 23	do	O. Belanger	Horse stealing	Apl. 24		Dismissed.	do	do	Col. Richardson, J.P.
do 15	do	J. Wighirn.	Liquor illegally in his possession,	do 15	$50 and costs, or 2 months' imprisonment.		do	Moose Jaw	R. Hill, J.P.

do	18	do	.....	J. Fisher.	Shooting a dog.	do	22	$12 and costs.....	.....	do	do ...	J. E. Ross, J.P.
do	2	do	.....	Farrell.....	Horse stealing.....	do	2	.....	Dismissed.....	do	Troy	Major, Bell, J.P.
do	10	do	.....	Martin.....	Unlawful possession of property.	do	10	.....	do	do	Ind. Head ...	Capt. McDonald, J.P.
May	3	do	.....	J. Primeau.....	Selling liquor.....	May	3	$100 and costs or 4 months' imprisonment.	.....	do	Moose Jaw..	E. C. K. Davis, J.P.
do	15	do	.....	William Rae and Jas. Campbell.	Larceny.....	do	15	.....	Dismissed.....	do	Ind. Head ...	Major Bell, J.P.
June	1	do	.....	R. Wilson	Having liquor illegally in his possession.	June	2	Fined $50.....	Fine paid	No..	Moose Jaw..	J. E. Ross, J.P.
do	5	do	.....	H. Hetu.....	Selling liquor.....	do	5	.....	Defendant did not appear; warrant issued.	do	Qu'Appelle.	S. Cruthers, J.P.
do	5	do	.....	A. Secretaire	do	do	5	.....	Dismissed	do	do ...	do
do	9	do	.....	L. Jacobson	Peddling without a license.	do	9	Fined $25 and costs	Fine paid.....	do	do ...	do
do	9	do	.....	M. Goldstine....	Assault.....	do	9	do 5 do ...	do	do	do ...	do
do	9	do	.....	A. Montman.....	Debt	do	9	Seizure of goods and sale.	.....	do	do ...	do
July	14	do	.....	R. Lowe.....	Misleading a constable in the discharge of his duty	July	14	Fined $2 and costs.	Fine paid.....	do	Moose Jaw..	J. Ross, J.P., and R. Alexander.
do	14	do	.....	Chas. Winburg..	Drunk.....	do	14	do 2 do ...	do	do	do ...	do
do	14	do	.....	Wm. Fisher	do	do	14	do 2 do ...	do	do	do ...	do
do	23	do	.....	Jno. B. Davis....	Assault	do	23	do 5 do ...	do	do	Troy	Leslie Gordon, J.P.
Aug.	2	do	.....	W. T. Vickers ...	Trespass	Aug.	2	do 5 do ...	do	do	do	do
do	2	do	.....	Susie Pariseau...	Larceny	do	2	.....	Prisoner's premises ordered to be searched; nothing found.	do	Qu'Appelle.	S. Cruthers, J.P.
do	23	do	.....	R. Wilson	Assault and battery.....	do	23	Fined $1 and costs.	Fine paid.....	do	do ...	do
Sept.	8	do	.....	Lemon Cook.....	Selling liquor.....	Sept.	8	do $50 do ...	do	do	Moosomin....	G. Anderson, J.P.
Sep.	18	Regina.....	.....	John O'Keefe....	Having stolen horses in his possession.	Sept.	18	.....	Dismissed.....	No..	Fort Elice ...	G. Anderson, J.P.
do	25	do	.....	W. W. Cole	Peddling without license	do	26	.....	do	do	Troy.	L. Gordon, J.P.
Oct.	31	do	.....	R. M. Kusack....	Having liquor illegally in his possession.	Oct.	31	Fined $50.....	Fine paid.....	do	Moosomin ...	E. Brokeveski, and J. I. McHugh, J.P's.
Nov.	11	do	.....	W. Shephard	Having his place of business open on Sunday.	Nov.	11	do 10.....	do	do	Moose Jaw ..	J. E. Ross, J.P.
do	13	do	.....	Josh. Nelson.....	Having liquor illegally in his possession.	do	13	do 50.....	do	do	do ...	do
do	19	do	.....	W. Lynch	Selling liquor.....	do	20	do 50 and costs	do	do	do ...	do
do	22	do	.....	Mary McNab	Unlawfully obtaining pony.	Dec.	2	.....	Remanded.....	do	Moosomin ...	J. I. McHugh, J.P.
do	22	do	.....	J. Kennedy.....	do ...	do	2	.....	do	do	do ...	do
do	12	do	.....	P. Belanger.....	Dog shooting	Nov.	12	Fined $3 and costs.	Fine paid.....	do	Troy	L. Gordon, J.P.
do	27	do	.....	John Plant	Assault	do	28	do 4 do ...	do	do	do	do
do	28	do	.....	H. Sinclair	Having stolen property in his possession.	do	28	.....	Committed for trial	do	do	do

APPENDIX A—Criminal and other Cases in the North-West Territories, &c.—*Continued.*

Date of Arrest or Committal.	Prosecutor.	Defendant.	Nature of Offence.	Date of Conviction or Acquittal.	Penalty.	Remarks.	If tried by Jury.	Where Tried.	By whom Tried.
1884.				1884.					
Jan. 2	Regina	D. Gallagher	Stealing $15	Mar. 26	6 months' hard labour.		No.	FortMacleod	Col. Macleod, S.M.
do 2	do	Rubert	Smuggling			Dismissed	do	do ...	Supt Crozier, J.P.
do 5	do	D. Gallagher	Stealing a watch			do	do	do ...	Supt. Cotton, J.P.
do 17	do	G. Cook	Obtaining money under false pretences.	Jan. 28	12 months' hard labour.		do	do ...	Col. Macleod, S.M.
do 17	do	Big Swallow	Feloniously breaking into issue house at Blood Reserve.	do 28	4 months' hard labour.		do	do ...	do
do 31	do	Big Heel	Stealing rails, &c.			Discharged	do	do ...	Supt. Cotton, J.P.
Feb. 2	do	D. Boyd	Larceny	Mar. 24		Acquitted	do	do ...	Col. Macleod, S.M.
do 21	do	John Rathwell	Having liquor illegally in possession	Feb. 21		Discharged	do	do ...	Supt. Cotton, J.P.
do 27	do	Hair Face	Killing cattle	Sept. 18	6 months' hard labour.		do	do ...	Col. Macleod, S.M.
do 27	do	John Rathwell	Having liquor illegally in possession.	do 27		Dismissed	do	do ...	Supt. Cotton, J.P.
Mar. 8	C. D. McDonald.	John Watson	Assault	Mar. 8	Fined $10, or 1 month's imprisonment.	Fine not paid	do	do ...	do
do 31	Regina	Big Ribs	Stealing pants	Sept 18	3 months' hard labour.		do	do ...	Col. Macleod, S.M.
April 22	do	Many Mules	Setting prairie on fire	April 22		Dismissed	do	do ...	Supt. Cotton, J.P.
May 3	Taylor	Munro	Non-payment of wages	May 3		Settled out of court	do	do ...	do
do 26	Regina	Morgan Long	Having illicit whiskey	do 26	Fined $200, or 6 months.	Fine paid	do	do ...	do
June 10	do	C. Hildreth, *alias* Muskrat Charlie	do ...	June 10	do ...	Fine not paid	do	do ...	do
do 10	do	Owney Gagen	do ...	do 10	do ...	do	do	do ...	do
July 10	Whitford	A. Dow	Non-payment of wages	July 10		Settled out of court	do	do ...	do
do 18	Regina	A. Yantis	Selling whiskey	Aug. 18		Discharged; witness not forthcoming.	do	do ...	do
do 21	do	John Heitzan	Stealing a coat	July. 29		Dismissed	do	do ...	do
do 25	do	Felix Connesty	Horse stealing	Aug. 6		do	do	do ...	do

do	25	do	L. Farscales	do	do	6		do	do	do	...	do
June	1	Paquette	A. Poitier	do			Committed for trial on 26th July.					
July	29	Regina	Hertzen	Selling liquor	do	4		Discharged	do	do	...	do
Aug.	27	do	David Smith and Charles Little.	Creating a disturbance in the streets.	do	27	Fined $5 each and costs.		do	do	...	Supt. Cotton and W. Pocklington, J.P's.
Sept.	3	Regina	C. J. Brownrigg.	Having liquor illegally in possession.	Sept.	3	Fined $200 and costs.	Fine paid	do	do	...	Supt. Cotton, J.P.
do	10	do	F. Pardue and Thos. Belran	Horse stealing	do	17		Dismissed	do	do	...	do
Sept.	21	do	W. H. Kanouse	Liquor illegally in possession.	Sept.	22	Fined $200 or 6 mos. hard labor.	Fine paid	do	do	...	do
do	21	do	James Stock, *alias* Alberta Jim	do	do	27	do	Not paid	do	do	...	do
do	21	do	Herbert Manny, *alias* Dutchy	Vagrant	do	22	6 months' imprisonment.		do	do	...	Supt. Cotton and G. A. Kennedy, J.Ps.
do	24	do	Frank Johnston	Drunk	do	24	Fined $5 and costs.	Fine paid	do	do	...	do
do	24	do	L. W. Oversheet	do	do	24	do 5 do	do	do	do	...	do
do	30	do	John Rathwell	Horse stealing	Oct.	25	Acquitted		Yes	do	...	
do	30	do	Colin Whitford	Liquor illegally in possession.	do	30	Dismissed		No	do	...	Col. Macleod, S. M.
Oct.	5	do	Oliver Bisson	do	do	6	$200 and costs or 6 mos'. hard labor.	Not paid	do	do	...	Supt. Cotton, J.P.
do	5	do	Lewis Watson	do	do	6	do	do	do	do	...	do
do	13	do	Ed. Rouch	Gambling	do	13	Fined $100 & costs	Paid	do	do	...	do
do	13	do	P. Kinney	do	do	13	do 50 do	do	do	do	...	do
do	13	do	John Patton	do	do	13	do 50 do	do	do	do	...	do
do	14	do	L. Blanchard	do	do	14	do 50 do	do	do	do	...	do
do	14	do	Lorenzo Wood	do	do	14	do 50 do or 1 month's imprisonment.	Not paid	do	do	...	do
do	16	do	Fred. Pace	Having intoxicating liquor illegally in his possession.	do	17	Fined $200 & costs	Fine paid	do	do	...	do
do	16	do	Jas. Murray	do	do	17	do 200 do	do	do	do	...	do
do	16	do	George Rowe	do	do	17	do 200 do	do	do	do	...	do
do	16	do	Jas. Dolan	do	do	17	do 100 do	do	do	do	...	do
do	16	do	Fred Whear	do	do	17	do 100 do	do	do	do	...	do
do	16	do	Henry Preston	do	do	17	do 200 do	do	do	do	...	do
do	17	do	Wm. Casey	do	do	17	do 200 do	do	do	do	...	do
do	8	do	Wolf Pawing (Blood Indian).	Horse stealing	Nov.	15	2 yrs. penitentiary.		do	do	...	Col. Macleod, S.M.
do	14	do	The-man-eating (Blood Indian).	do	do	15	do		do	do	...	do
do	16	do	New Robe (Piegan Indian)	do				Remanded for examination.	do	do	...	Supt. Cotton, J.P.
do	23	do	R. S. Jones	Giving intoxicant to an Indian.	do	15	$300 fine	Paid	No	do	...	Col. Macleod, S M.

APPENDIX A.—Criminal and other Cases in the North-West Territories, &c.—*Continued.*

Date of Arrest or Commitment.	Prosecutor.	Defendant.	Nature of Offence.	Date of Acquital or Conviction.	Penalty.	Remarks.	If Tried by Jury.	When Tried.	By whom Tried.
1883.				1884.					
Nov. 23	Regina	R. S. Jones, *alias* "Bush"	Having intoxicants illegally in his possession.	Nov. 15	Dismissed		No.	Fort Macleod	Col. Macleod, J.P.
do 23	do	do	Shooting at an Indian with intent.	do 15	12 mos'. hard labor		Yes.	do	do
Nov. 7	do	Edward Ezell	Having intoxicating liquor illegally in his possession.	do 7	Fined $100 & costs	Paid	No.	do	Supt. Cotton, J.P.
do 17	Frank Fisher	PeterWilliamson	Non-payment of wages	do 17		Dismissed	do	do	do
do 9	Hudson Bay Co.	Joseph Napasis.	House breaking	Jan. 21	6 months imprisonment, hard labour	Half-breed, 1st offence.	No.	Battleford	Judge Rouleau.
1884.									
Jan. 23	Regina	Eway-si-Caw	Theft	Feb. 6	1 week's imprisonment, hard labour	Cree Indian	do	do	do
do 23	do	Yellow Mud Blanket.	do	do 6	2 weeks' imprisonment, hard labour	do	do	do	do
Feb. 13	do	BaptisteFontaine	House breaking	Aug. 29	5 weeks' imprisonment, hard labour	Half-breed	do	do	do
Nov. 31	do	Mis-a-che-cock	Horse stealing		Dismissed	Cree Indian	do	do	do
May 30	J Finlayson	John Goss	Deserting service	May 20	Fined $10 & costs.		do	do	Scott, J.P.
June 17	Regina	Jas. Kennedy	Larceny	Aug. 29	2 years and 1 years imprisonment, hard labour.	Two offences	do	do	Judge Rouleau.
July 17	do	Ed. Davis	do	do 29	Dismissed	Mounted policeman	do	do	do
do 17	do	P. Hawkins	do	do 29	do	do	do	do	do
do 17	do	Jos. Wright	do	do 29	do	do	do	do	do
do 4	—Craig	Cow-itch-it-e-Wanat.	Assault	do 29	1 week's imprisonment, hard labour	Cree Indian	do	do	ds
Aug. 11	John Radigar	C. A. Lett	Non-payment of wages	do 11	Judgment for plaintiff.		do	do	L. N. F. Crozier, J.P.
do 6	Regina	Jos. Napasis	House breaking	do 29	2 years' imprisonment, hard labour	2nd offence	Yes.	do	Judge Rouleau.
Oct 31	James Bird	Ely Francis	Deserting his employment	Oct. 31	1 months imprisonment, or $25.	Fine paid	No.	do	L. N. F. Crozier, J.P.
1883.				1833.					
Aug. 19	Regina	Chas. Cardinel.	House breaking, theft	Dec. 15	6 years' imprisonment.		do	Pr. Albert	Judge Rouleau.

1884. Feb.	6	Const. Wilmot, N.W.M.P.	Philip Garnot	Saloon open and billiard playing on Sunday.	1884. Feb.	6	Fined		do	Stobart	Hillyard Mitchell, J.P.
do	14	W. Dilworth	D. C Reynolds	Horse stealing	do	4	Dismissed		do	Pr. Albert	J. J. Campbell, J P.
Nov.	8	Mrs. Trotter	Jos. Trotter	Assault	Nov.	10	1 months imprisonment.		do	do	do
do	11	Mr. McRae	Canustiton	Gambling	do	11	Dismissed		do	Stobart	Hillyard Mitchell, J.P.
do	11	Indian Agent,									
do	11	Carlton.	Jas. Paevor.	do	do	11	do		do	do	do
		do	Robt. Isbister	do	do	11	do		do	do	do
do	11	do	One Arrow	do	do	11	do		do	do	do
do	11	do	Dog Tail	do	do	11	do		do	do	do
April	3	Regina	J. O. Davis	Selling liquor	April	8	do		do	Pr. Albert	J. J. Campbell, J.P.
do	4	Spence	Fred. Baker	Assault	do	4	do		do	do	do
do	4	do	S. N. Campbell	do	do	4	do		do	do	do
do	15	Regina	Robt. Morton	Incendiarism	do	13	do		do	do	Capt. Young, J.P.
do	15	do	Robt. McBeth	do	do	16	do		do	do	do
do	21	do	Indian Woman	Theft	do	21	do		do	do	Col. Sproat, J.P.
May	17	Robt Bear	Henry Bear	Assault	Nov.	7	do		do	Sth. Branch	Judge Rouleau.
do	17	do	Thomas Bear	do	do	7	do		do	do	do
do	24	Spencer	Walter Farwell	Bigamy	May	27	Not decided	Prisoner eseaped	do	Carlton	J. J. Campbell, J.P.
July	1	N.-W. M. Police	J. O. Davis	Assault	July	3	Dismissed		do	Pr. Albert	O. E. Hughes, J.P.
do	21	Mrs. Shear	Robt. Middleton	do	do	23	Fined $10		do	do	J. J. Campbell, J.P.
do	22	Regina	Thos. Rice	do	do	23	Fined $15		do	do	do
Aug.	25	do	Ootchupaum	do	Aug.	25	1 months imprisonment.		do	do	do
Sept.	30	do	J. J. Monkman	Cattle stealing	Nov.	7	3 years' imprisonment.		do	do	Judge Rouleau.
Oct.	6	do	Margaret Flett	Assault	Oct.	6	Dismissed		do	do	J. J. Campbell, J.P.
do	15	do	Elzs. Dauphinais	Horse stealing	Nov.	7	6 years' imprisonment.		do	do	Judge Rouleau.
1884. Nov.	3	John Delany	Eah-kah-tah-pah	Assault	March	8	2 months imprisonment.		do	Fort Pitt	F. J. Dickens, J.P.
April	10	Williams	George Mann	do	April	10	Dismissed	Insufficient evidence.	do	do	do
Aug.	4	Regina	Oh-tach-see	Gambling	Aug.	4	do		do	do	do
Sept.	18	do	Ka-pis-ta-way-sit	Violent and dangerous lunatic.	Sept.	18	Conviction; adjudged a violent and dangerous lunatic, and sent to Battleford.		do	do	do
		Regina	Jesse Williams	Murder	Feb.	20	To be hanged 29th March, 1884.		Yes	Calgary	Col. Macleod, (inspector) Steele, and Jury of 6
Feb.	22	do	S. Forland	Having intoxicants in his possession.	do	22	Fined $100	Fine paid	No.	do	T. Dowling, J.P.
do	29	do	Robt. Jackson	Having intoxicating liquor in his possession.	do	29	Case dismissed		do	do	do
do	29	do	John Noolan	do	do	29	Fined $100	Fine paid	do	do	do

APPENDIX A.—Criminal and other Cases in the North-West Territories, &c.—*Continued.*

Date of Arrest or Committal.	Prosecutor.	Defendant.	Nature of Offence.	Date of Conviction or Acquittal.	Penalty.	Remarks.	If Tried by Jury.	Where Tried.	By whom Tried.
1884.									
Mar. 3	Regina	Rufus Brown	Gambling	Nov. 3	Fined $100	Fine paid	No.	Calgary	Insp. Dowling, J.P.
do 3	do	Amelio Fagini	do	do 3	do	do	do	do	do
do 8	do	Nina Dow	House of ill-fame	do 8	6 months with hard labour unless she left Calgary by first train, which she did.		do	do	S. B. Steele, J.P.
do 8	do	Nellie Swift	do	do 8	do		do	do	T. Dowling, J.P.
do 8	do	J. Faust	Frequenter of above	do 8	Fined $10 and 10 days' hard labour.	Fine paid	do	do	do
do 12	do	Hugh Madden	Having intoxicating liquor in his possession at Holt City.	do 12	Fined $200	do	do	do	do
do 13	do	Robt. Jackson	Vagrancy	do 13	Admonished and discharged on condition that he would leave Calgary.		do	do	do
do 13	do	Wm. Manning	Larceny		Case adjourned till 26th April, 1884.		do	do	do
do 21	do	John Langdon	Having illegally in his possession intoxicating liquor and intoxicants.	do 21	Case adjourned till 8th April, 1884.		do	do	do
do 20	do	Robt. Jackson	Vagrancy	do 21	Fined $20 and costs and 2 months' imprisonment.	If fine is not paid, a further imprisonment of 2 months.	do	do	Inspector Steele and T. Dowling, J.P's.
do 24	do	J. C. Steen	Having illegally in his possession intoxicating liquor and intoxicants.			Case adjourned till 4th April, 1884.	do	do	T. Dowling, J.P.
Mar. 24	do	Wm. Twentyman	Assault and abusive language at 29m. Siding.	Mar. 25	Case dismissed		do	do	do
do 24	do	And. Hamilton	do do	do 25	do		do	do	do
do 28	do	Aug Carney	Larceny	do 29	Committed for trial at next court of competent jurisdiction.		do	do	do
April 2	do	Bears Head	Vagrancy	April 3	14 days hard labour	Half-breed	do	do	Insp. Steele & Dowling.
do 14	do	A. J. Lundy	Forgery	do 16	Admitted to bail				

April	2	do	.....	Bears Head	Vagrancy.....	April	3	14 days hard labour	.....	.....	.....	.....	.....
do	14	do	.....	A. J. Lundy.....	Forgery	do	16	Admitted to bail. Committed for trial by next court of competent jurisdiction.	.....	do	.....	T. Dowling, J.P.	
do	16	do	.....	T. H. Lake.....	Indecent assault.....	do	26	Parties did not appear to prosecute Case dismissed.	.....	do	.....	do	
do	16	do	.....	H. Moulton.....	Obtaining money under false pretences.	do	21	Case dismissed.	.....	do	.....	do	
do	23	Alex. Gouche....		Thos. McCue....	Claiming wages under Master & Servants' Act	do	23	do	.....	do	.....	do	
do	23	Deum Centeme..		do	do do ...	do	23	do	.....	do	.....	do	
do	18	Regina		Pleasant Burgess	Drunk and disorderly....	do	22	Fined $10 or 14 dys imprisonment.	Fine paid.....	do	.....	do	
do	22	do	.....	Lafayette French & Chas. French	Setting fire to prairie.....	do	25	Case dismissed.....	.....	do	.....	do	
do	25	do	.....	W. A. Jones.....	Having liquor illegally in his possession at Silver City.	do	29	Fined $200 or 6 months' imprisonment.	Fine paid.....	do	.....	do	
do	29	do	.....	Bearsprey.....	Having intoxicants illegally in his possession at 14m. Siding, C.P.R, on 22nd inst.	do	29	Judgment deferred until after next sitting of District Court.	.....	do	.....	do	
do	29	do	.....	M. Stanton.....	Assault.....	do	29	Fined $5 and costs.	Fine paid.....	do	.....	do	
May	3	do	.....	Levi McGibbon.	Indecent assault.....	May	5	Case dismissed.....	.....	do	.....	do	
do	9	do	.....	John McManus & Geo. Harvey.	Having liquor illegally in their possession.	do	12	do	Liquor ordered to be destroyrd.	do	.....	do	
do	21	do	.....	D. Turcott	Selling intoxicating liquor	do	21	do	.....	do	.....	do	
do	19	do	.....	Jos. Buchanan...	Having liquor illegally in his possession.	do	21	do	Liquor ordered to be destroyed.	do	.....	do	
do	21	do	.....	Fk. Webber, *alias* Crooked Kid.	Vagrancy.....	do	21	Fined $10 and 2 months' imprisonment, or in default of payment 1 month more.	Fine paid.....	do	Holt City....	S. B. Steele & A. G. M. Spragge.	
do	21	do	.....	W. Hatton.....	do	do	21	Case dismissed.....	.....	do	.....	do	
do	21	do	.....	Charles Wright, *alias* Virginia Kid.	Larceny	do	21	Committed for trial at next court of competent jurisdiction.	.....	do	Calgary.....	Insp. Dowling, J.P.	
do	19	do	.....	Ant. Paquin	do	do	27	Case dismissed.....	Arrested at Macleod, witnesses (Indians) went off	do	.....	do	
do	21	do	.....	F. F. Dey.....	Larceny of 50 passes of C.P.R. Co.	do	26	Committed for trial at next court of competent jurisdiction.	.....	do	.....	do	
do	21	do	.....	do	Obt'g m'y und'r false pret	do	26	do do ...	.....	do	.....	do	

APPENDIX A.—Criminal and other Cases in the North-West Territories, &c.—*Continued.*

Date of Arrest or Conviction.	Prosecutor.	Defendant.	Nature of Offence.	Date of Conviction or Acquittal.	Penalty.	Remarks.	If Tried by Jury.	Where Tried.	By whom Tried.
1884.				1884.					
June 2	Regina.	W. B. Lyons	Having intoxicants illegally.	June 2	$100 and costs or 6 months.	Half fine to informer.	No.	Calgary	Insp. Dowling, J.P.
do 2	do	P. Maloney	Drunk	do 3	$5 or 1 month hard labour.	Fine paid	do	do	Insp. Steeic & Dowling.
do 2	do	W. Smith	Assaulting police		Committed for trial		do	do	Insp. Dowling, J.P.
do 1	do	D. Turcott	Vagrancy	June 4	Dismissed	To leave Calgary within 3 days.	do	do	Insp. Steele & Dowling.
do 1	do	S. R. Johnson	Assault	do 1	$20 or 2 months' hard labour.	Fine paid	do	Holt City	A. G. M. Spragge, J.P.
do 1	F. Jones	C.P.R. Co	Wages due	do 4	Payment ordered, 57.30.	Appealed	do	do	Insp Dowling, J.P.
do 1	Regina	J. McManus	Wilful murder		Committed for trial		do	Calgary	Col. Irvine, S.M., Acting Coroner.
do 1	J. Cook	C.P.R. Co	Wages due	June 4	Payment ordered, $55.80	Appealed	do	do	Insp. Dowling, J.P.
do 1	D. Casey	do	do	do 4	do 52 52	do	do	do	do
do 1	G. McGougan	do	do	do 4	do 49.35	do	do	do	do
do 1	J. A. Fraser	do	do	do 4	do 51.82	do	do	do	do
do 1	J. Riordan	do	do	do 4	do 53.85	do	do	do	do
do 1	G. Russell	do	do	do 4	do 43 72	do	do	do	do
do 1	W. Blair	do	do	do 4	do 42.50	do	do	do	do
do 1	A. Smith	do	do	do 4	do 52.20	do	do	do	do
do 1	F. Reed	do	do	do 4	do 38.45	do	do	do	do
do 1	G. Louch	do	do	do 4	do 57.00	do	do	do	do
do 1	L. Ewart	do	do	do 4	do 70.00	do	do	do	do
do 1	W. Tranner	do	do	do 4	do 48.35	do	do	do	do
do 1	H. L. Strong	do	do	do 4	do 51.60	do	do	do	do
do 1	D. Howland	do	do	do 4	do 44.60	do	do	do	do
do 7	Regina	G. Buchanan	Having intoxicants illegally.	do 17	Case dismissed		do	do	Supt. Herchmer, J.P.
do 10	do	F. Kannouse	do	do 25	do		do	do	do
do 11	do	Bear's Hand	Vagrancy	do 18	do	Half breed	do	do	do
do 12	do	Wm. Fisk	Gambling	do 12	$100 and costs or 3 months.	Half fine to informer.	do	do	Insp. Dowling, J.P.
do 12	do	L. Cappelle	do	do 12	do	do	do	do	do

do	12	do	.....	B. E. Rodd.....	Keeping a gambling house.	do	12	do ...	do ...	do	do	Supt. Herchmer, J.P.
do	12	do	.....	W. L. Jaggers...	Gambling	do	12	do ...	Imprisoned.....	do	do	Insp. Dowling, J.P.
do	12	do	.....	J. McLeod and F. Filby.	Assault with intent to cause grievous bodily harm.	do	14	Case dismissed.....	.....	do	do	do
do	12	do	.....	T. O'Keefe.....	Larceny	do	16	do	.....	do	do	do
do	12	do	.....	W. Mitchell	Drunk.....	do	13	$10 and costs or 1 month's hard labour.	Fine paid	do	do	Supt. Herchmer, J.P., & Insp. Dowling, J.P.
do	12	do	.....	J. McGuire	do	do	13	do ...	do	do	do	do
do	13	do	.....	W. Mitchell	Refusing to give information as to liquor.	do	13	$200 and costs or 6 months' hard labour.	Appealed.....	do	do	do
do	13	do	.....	J. McGuire.....	Having intoxicants illegally.	do	13	do ...	Half fine to informer.	do	do	do
do	15	do	.....	J. B. Thomas.....	do ...	do	16	Case dismissed.....	Liquor destroyed...	do	do	Supt. Herchmer, J.P.
do	14	do	.....	Josephine Sing .	Drunk.....	do	14	$10 and costs.....	Fine paid.....	do	Holt City....	A. G.W. Spragge, J.P.
June	10	do	.....	J. McGoldrick ...	Having intoxicants illegally, and selling same	June	10	$100 and costs, or 2 months	Imprisoned	do	Holt City ...	A. G. M. Spragge, J.P.
do	18	do	.....	G. Buchanan.....	Selling permit whiskey...	do	18	$200 and costs, or 6 months' hard labour.	Half of fine to informer.	do	Calgary	Supt. Herchmer, J.P.
do	20	do	.....	J. McLaughlin...	Giving liquor to Indian women.	do	20	Case dismissed	.....	do	do	Supt. Herchmer and Insp. Dowling, J.P's.
do	22	do	.....	J. Little	Having intoxicants illegally.	do	23	$200 and costs, or 6 months' hard labour.	Half of fine to informer.	do	do	Insp. Dowling, J.P.
do	22	do	.....	M. Vance.....	Gambling	do	23	$100 and costs, or 3 months' imprisonment.	Fine paid; half to informer.	do	do	do
do	21	do	.....	Burns the Kid....	Having intoxicants illegally.	do	23	Case dismissed.....	.....	do	do	do
do	21	do	.....	Sam Brady	do do ...	do	23	$200 and costs and 6 months' hard labour; in default, 3 months' imprisonment.	Imprisoned; fine not paid; second offence of same nature.	do	do	do
do	21	do	.....	J. Wilson	do do ...	do	23	$50 and costs, or 2 months' hard labour.	Imprisoned	do	do	do
July	1	do	.....	J. Mallatie	Illegally in possession of intoxicating liquor.	July	1	$200 and costs, or 6 months' hard labour.	.....	do	do	Supt. Herchmer, J P.
do	1	do	.....	A. Gaultin	do do ...	do	1	do do ...	.....	do	do	do

APPENDIX A.—Criminal and other Cases in the North-West Territories, &c.—*Continued.*

Date of Arrest or Committal.	Prosecutor.	Defendant.	Nature of Offence.	Date of Conviction or Acquittal.	Penalty.	Remarks.	If tried by Jury.	Where Tried.	By whom Tried.
1884.									
July 1	Regina	L. Maloney	Frequenter of bawdy-house.	July 1	$10 and costs, or 1 month.		No	Laggan	Insp. Steele and A. G. M. Spragge, J.P's.
do 1	do	J. Willis	do do	do 1	do do		do	do	do do
do 1	do	G. Way	do do	do 1	do do		do	do	do do
do 1	do	D. McDonald	do do	do 1	do do		do	do	do do
do 1	do	W. Larscarden	do do	do 1	do do		do	do	do do
do 1	do	Emma Stewart	Prostitution	do 1	do do		do	do	do do
do 1	do	Maud Lewis	do	do 1	$50 and costs, or 2 months.		do	do	do do
do 1	do	Ellen Swift	do	do 1	do do		do	do	do do
do 1	do	Agnes Morris	do	do 1	do do		do	do	do do
do 1	do	Nellie Goodrich	do	do 1	$25 and costs, or 1 month.		do	do	do do
do 1	do	L. Huntly	Illegally in possession of, and selling intoxicating liquor.	do 1	$100 and costs, or 2 months' hard labour.		do	do	do do
do 1	do	J. Norris, jun.	Horse stealing	do 31	Acquitted		do	Calgary	Col. Macleod, C.M.G., S.M.
do 7	do	W. G. McLean	Intoxicants illegally in possession.	do 7	do		do	do	Supt. Herchmer, J.P.
do 7	do	do	Selling intoxicating liqu'r	do 7	Case dismissed		do	do	do
do 4	do	W. F. Fraser	Larceny	do 31	14 days' hard lab'r		do	do	Col. Macleod, C.M.G., S.M.
do 11	do	W. S. Douglass	Drunk and disorderly	do 12	$20 and costs, or 1 month's hard labour.		do	do	Supt. Herchmer and Insp. Dowling, J.P's.
do 11	do	Wm. Fisk	do do	do 12	do do		do	do	do do
do 11	do	G. A. Winton	do do	do 12	do do		do	do	do do
do 12	do	A. K. Nutting	Drunk	do 12	do do		do	do	do do
do 12	do	do	Having intoxicants illegally in possession.	do 14	$200 and costs, or 6 months' hard labour.		do	do	do do
do 12	do	H. St. Quentian	Drunk and disorderly	do 14	$20 and costs, or 1 month's hard labour.		do	do	do do
do 14	do	J. Lean	Assault	do 15	$2 and costs, or 7				

do	14	do	.....	J. Lean	Assault	do	15	$2 and costs, or 7 days' hard lab'r.	.....	do	do	Supt. Herchmer, J.P.
do	14	do	.....	do	Drunk	do	15	Case dismissed	.....	do	do	do
do	19	do	.....	F. Buens.	Gambling							
do	19	do	.....	J. Ward	do							
do	19	do	.....	M. Richmas	do							
do	19	do	.....	D. Beljour	do	do	21	Admonished	Half-breeds	do	do	Insp. Dowling, J.P.
do	19	do	.....	J. Joseph	do							
do	19	do	.....	Morias	do							
do	19	do	.....	W. Collins	Vagrancy at Laggan	do	19	2 months' hard labour.	.....	do	Laggan	Insp. Steele and A. G. M. Spragge, J.P's.
do	19	do	.....	H. Evans	Larceny	do	31	Withdrawn	To be decided by arbitration.	do	.....	
do	18	do	.....	Diamond	Assault	do	18	$20 and costs	.....	do	Laggan	S. B. Steele, J.P.
June	1	do	.....	J. McManus	Wilful murder	do	31	Manslaughter; 6 months' hard labour.	.....	do	Calgary	Supt. Herchmer, J.P.
Aug.	1	do	.....	Hugh Bean	Frequenter of bawdy-house.	Aug.	1	Fined $10	Fine paid.	do	Laggan	Insp. Steele and A. G. M. Spragge, J.P's.
do	1	do	.....	H. Webber	do do ...	do	1	Case dismissed	.....	do	do	do do
do	1	do	.....	F. Pennington ...	Drunk	Aug.	1	Fined $1	Fine paid.	No.	Laggan	Insp. S. B. Steele and A. G. M. Spragge, J.P's
do	11	do	.....	A. Monroe	Vagrancy.	do	11	Discharged	.....	.....	Calgary	Supt. Herchmer, and Insp. Dowling, J.P's.
do	11	do	.....	C. Ross.	do	do	11	21 days' hard labor	.....	No.	do	do do
do	12	do	.....	J. McGoldrick ...	Intoxicants illegally in possession.	do	12	Case dismissed	.....	do	do	Supt. Herchmer, J P.
do	17	do	.....	Birt Smith	Larceny.	do	17	Committed for trial	.....	do	do	do do
do	19	do	.....	H. Hudson	Vagrancy	do	19	Case dismissed	.....	do	do	Supt. Herchmer and Insp. Dowling, J.P'.
do	20	do	.....	T. Harvey	Drunk	do	20	Fined $20 or 1 mo's. hard labor.	Fine paid	do	do	do do
do	24	do	.....	C. Diamond	Vagrancy—drunk	do	24	Fined $20	do	do	Laggan	Supt. Herchmer and A. G. M. Spragge, J.P's.
do	28	do	.....	Patrick	Assault	do	28	Dismissed with caution.	.....	do	Blackfoot Crossing.	Supt. Herchmer, J.P.
do	30	do	.....	Churchill	Drunk	do	30	Fined $20	Fine paid	do	Calgary	Supt. Herchmer and Insp. Dowling, J.P's
do	30	do	.....	Jordon	do	Sept.	1	do	do	do	do	do do
do	4	do	.....	F. Pennock	Dangerous lunatic	.....		Died 9th Aug., 1884				
do	4	do	.....	K. W. Clark	Vagrancy, frequenter of bawdy house.	Aug.	4	Fined $10 or 2 mo's. hard labor.	Fine paid	No.	Laggan	Insp. Steele and A. G M. Spragge, J P's.
do	1	do	.....	Harris	Vagrancy	do	1	Discharged	.....	do	do	do do
do	1	do	.....	E. Campbell	Frequenter of bawdy house.	do	1	Fined $10	Fine paid	.....	do	do do
Sept.	19	do	.....	R. Kempton	Intoxicating liquor illegally in possession.	Sept.	19	Case dismissed	.....	No.	do	Supt. Herchmer.

APPENDIX A.—Criminal and other Cases in the North-West Territories, &c.—*Continued.*

Date of Arrest or Committal.	Prosecutor.	Defendant.	Nature of Offence.	Date of Conviction or Acquittal.	Penalty.	Remarks.	If Tried by Jury.	Where Tried.	By whom Tried.
Sept. 19	Regina	Maud M. Lewis..	Keeping a house of ill-fame.	Sept. 22	Judgement allowed to stand, condition that woman leaves for the East in two days.			Calgary	Supt. Herchmer and Insp. Dowling, J.P's.
do 19	do	K. H. Clarke	Vagrancy	do 22	Judgement allowed to stand, condition that man leaves for the East in two days.		No.	do	do do
do 20	do	Thos. Patrick	Drunk and disorderly	do 22	Fined $20 & costs or 1 month's hard labor.	Fine paid.	do	do	do do
do 22	do	Joseph George..	Larceny	do 22	Case dismissed.		No.	Calgary.	Supt. Herchmer.
Oct. 9	do	F. Butler	Vagrancy	Oct. 9	$20 and costs or 1 mon. hard labour	Fine paid	do	do	Supt Herchmer and Insp. Dowling.
do 11	do	B. Croft	Intoxicating liquor illegally in possession.	do 11	$100 and costs or 3 months' hard labour.		do	do	Insp. Dowling.
do 11	do	E. G. Thomas and Mary J. Moulton	Feloniously stealing 3 trunks in possession of sheriff.		Warrant issued		do	do	
Sept. 19	do	W. Oxarart and C. Thebo.	Larceny	do 11	Committed for trial	Admitted to bail	do	do	do
Oct. 20	do	J. McLaughlin	Vagrancy	do 19	Case dismissed		do	do	do
do 27	do	Nelson Hood	Selling intoxicating liquor illegally.	do 28	$200 and costs or 3 months' hard labour.	Fine paid	do	do	Supt. Herchmer.
do 27	do	T. Denton	Intoxicating liquor illegally in possession.	do 28	$50 and costs or 1 month hard labour.		do	do	do
do 27	do	H. J. Ogburn	Having spirituous liquors on premises illegally.	do 28	do		do	do	do
do 27	do	M. Grey	Drunk and disorderly	do 28	$20		do	do	do

do	27	do	.....	H. Grey.....	Drunk and disorderly....	do	28	$20 do ...	Fine paid.....	do	do	.....	do
do	28	do	.....	H. J. Lydon and H. Grey.	Setting fire to prairie	do	28	Case dismissed for want of evidence	.....	do	do	.....	do
do	28	do	.....	J. Gerret and F. Towers.	do	do	28	.....	Case withdrawn at request of prosecution.	do	do	.....	do
do	30	do	.....	The Flint (Sarcee Indian.)	Kicking the "Hiccup," a Cree woman, and cutting her hair off.	do	31	2 months' imprisonment hard labour.	.....	do	do	.....	do
Nov.	1	do	.....	J. Ward and G. Hoppy (Half-breeds.)	Larceny.....			Dismissed for want of evidence.	.....	do	do	.....	Insp. Dowling, J.P.
do	3	do	.....	E. F. Campbell..	Illegally in possession of spirituous liquor, and selling same.	Nov.	3	$200 and costs or 6 months' hard labour.	.....	do	do	.....	Supt. Herchmer, J.P.
do	3	do	.....	W. Rosomond....	do ...	do	3	do ...	.....	do	do	.....	do
do	5	do	.....	E. G. Thomas...	Drunk.	do	5	$20 and costs or 1 month hard labour.	.....	do	do	.....	Supt. Herchmer and Insp. Dowling, J.P's
do	6	do	.....	G. Bloomfield....	Illegally selling intoxicating liquor.	do	6	$200 and costs or 6 months' hard labour.	.....	do	do	.....	Supt. Herchmer, J P.
do	6	do	.....	S. E. Stevenson.	Intoxicating liquor illegally in possession.	do	6	$50 and costs or 1 month hard labour.	.....	do	do	.....	do
do	6	Sophie Lais		W. Wilson	For $9 wages due.....	do	6	Case dismissed	.....	do	do	.....	do
do	7	Regina		J. Campbell.....	Drunk.....	do	7	$20 and costs or 1 month hard labour.	.....	do	do	.....	Supt. Herchmer and Insp. Dowling, J.P's.
do	7	do	.....	N. Jerald.....	do	do	7	Case dismissed	.....	do	do	.....	do
do	6	do	.....	H. E. Smith.....	Assaulting his wife.....	do	7	do	.....	do	do	.....	Supt. Herchmer, J.P.
do	10	do	.....	T. Denton.....	Intoxicating liquor illegally in possession.	do	10	$200 and costs or 6 months' hard labour.	.....	do	do	.....	do
do	10	do	.....	T. Denton and B. Mullins.	Larceny.....	do	10	Case dismissed	.....	do	do	.....	Insp. Dowling, J.P.
do	15	do	.....	H. Evans.....	Assault.....	do	15	$5 and costs or 14 days' hard labour	.....	do	do	.....	Supt. Herchmer, J.P.
do	27	do	.....	J. Veitch.	Assaulting an Indian woman.	do	27	$10 and costs or 1 mon. hard labour	.....	do	do	. ..	do
do	19	do	.....	T. Fisk.....	Larceny.....	do	19	Case dismissed	.....	do	do	.. ..	Insp. Antrobus, J.P.
Jan.	18	Samuel Tabeb....		H. Schultz.	Assault.....	Jan.	18	Fined $5.....	Fine paid.	do	Edmonton...		A. H. Griesbach and G. A. Simpson, J.P's.
Mar.	21	Archange Berard		Nosey Berard....	Deserting family.....	Mar.	21	Released on bail pending good behaviour.	.....	do	do	...	Judge Rouleau, and Supt. Gagnon, J.P.

APPENDIX A.—Criminal and other Cases in the North-West Territories, &c.—*Continued.*

Date of Arrest or Committal.	Prosecutor.	Defendant.	Nature of Offence.	Date of Conviction or Acquittal.	Penalty.	Remarks.	If tried by Jury.	Where Tried	By whom Tried.
1884.				1884.					
April 5	Chs. Chable.....	H. Vézina	Forgery	April 5	4 months' hard labour.	.....	Yes	Edmonton...	Judge Rouleau.
June 9	P. Coutts.....	H. H. Smith.....	Drunk and creating disturbance.	June 9	Fined $5	Fine paid.....	No..	do ...	A. H. Griesbach and Jno. McDougall, J.P's.
do 9	do	E. Lavby	do	do 9	do	do	do	do ...	do
June 9	P. Couts.	L. Munroe.....	Drunk and creating disturbance.	June 9	Fined $5.....	Fine paid.....	No..	do ...	A.H. Griesbach, J.P., & J. McDougall, J.P.
do 23	W. A. Rodda	G. A. Watson....	Insulting the police	do 23	Dismissed.	....	do	do ...	G A. Simpson, J.P., & C. McGillivray, J.P
July 16	Samuel Favel....	E. Favel.....	Dangerous lunatic	July 16	Committed to care of N.-W.M.P.	....	do	do ...	A.H. Griesbach & Wm. Cust, J.P's.
do 22	James McMunn..	P. Ouillette.....	Assault	do 22	Fined $5.....	Fine paid	do	do ...	A. H Griesbach & W. Anderson, J. P's.
do 23	N. Campbell.....	H. H. Smith.....	do	do 23	do $10.....	do	do	...	A. H. Griesbach, J.P.
Aug. 22	N. Belcher.....	John Foley	Damages done by breechy ox.	Aug. 22	Damages, $10 and costs.	Amount and costs paid.	do	do ...	Judge Rouleau.
Oct. 6	John Cameron...	A. Dawson	Larceny.....	Oct. 6	1 mo.'s hard labor	....	do	Ft. Saskat'n	
do 19	....	Donald Todd.....	Dangerous lunatic	.....	.....	Committed to care of N.-W.M.P. by Lt-Gov. Dewdney.	.....	Edmonton..	
Sept. 23	Regina.	William Hepner.	Vagrancy.....	do 2	Entered into recognizances to re-appear for sentence	....	do	Kootenay District	Insp. Steele, J.P.
Oct. 1	do	Michael Emerzon	Drunk and disorderly. ...	do 2	Fined $25 and costs	Fine paid.....	do	do ...	do
do 2	do	Pete Brodin.....	do do	do 3	do 5 do	do	do	do ...	do
do 2	do	John Johnson....	do do	do 3	do 5 do	do	do	do ...	do
do 2	do	Bede Wilson.....	Drunk.....	do 3	do 5 do	do	do	do ...	do
do 4	do	Thomas Turner .	Drunk and disorderly.. ...	do 4	do 10 do	do	do	do ...	do
do 4	do	James Fowler....	Drunk.....	do 4	do 5 do	do	do	do ...	do
do 4	Charles Bathen.	R. Shuttleworth.	Assault.....	do 4	do 10 do or 1 mo. h'd lab'r	Fine not paid.....	do	do ...	do
do 4	Regina.....	do ..	Drunk and disorderly	do 4	Fined $25 and costs or 2 m's h'd lab'r	do	do	do ...	do
do 4	do	Betsey Dunning.	do do	do 6	Fined $15 and costs	Fine paid.....	do	do ...	do

do	4	do	Betsey Dunning	do	do	do						
do	6	do	James Davies	Drunk	do	6	Discharged with caution.		do	do	do	
do	6	do	Andrew Larson	Drunk and disorderly	do	6	Fined $15 and costs	do	do	do	do	
do	6	do	Alfred Peacock	Drunk	do	6	Discharged with caution.		do	do	do	
do	6	do	Charles Battean	Drunk and disorderly	do	6	Fined $25 and costs	do	do	do	do	
do	6	do	William Dukette	do do	do	6	do 10 do	do	do	do	do	
do	6	do	William Leonard	do do	do	6	do 10 do	do	do	do	do	
do	6	do	Andrew Collins	do do	do	7	do 15 do	do	do	do	do	
do	6	J.D. Pattenauder	Ant LaPierre	Obtaining property under false pretences.	do	8	Restitution of property with costs.		do	do	do	
do	10	Regina	John Connors	Liquor in possession intended for sale.	do	10	Fined $40 and costs	do	do	do	do	
do	10	do	Jas. Quinlevar	Drunk and disorderly	do	11	do 15 do	do	do	do	do	
do	10	do	John Morrison	Liquor in possession intended for sale.	do	11	do 20 do	do	do	do	do	
do	10	do	Triffler Bruneau	do do	do	11	Discharged		do	do	do	
do	11	do	Thos. Davidson	Drunk	do	11	Fined $5 and costs	do	do	do	do	
do	11	do	Felix Hughes	Drunk and using abusive language.	do	13	do 15 do	do	do	do	do	
do	14	do	John England	Drunk	do	14	Discharged with a caution		do	do	do	
do	14	do	William Brennan	Larceny	do	14	Discharged	Not proved	do	do	do	
do	20	do	Louis O'Dell	Liquor in possession intended for sale.	do	14	do		do	do	do	
do	20	do	Albert Carey	do do	do	20	Fined $20 and costs	Fine paid	do	do	do	
do	21	do	Walter Burns	Larceny	do	22	Discharged	Not proved	do	do	do	
do	21	do	Walter Burns	Vagrancy	do	22	Fined $5 and costs, and 2 months' hard labour.	Fine paid	do	do	do	
do	21	do	J. T. Johnson	Obtaining money by false pretences.	do	22	Discharged	Case withdrawn	do	do	do	
do	22	do	Wm. Manning	Liquor in possession intended for sale.	do	22	Fined $20 and costs	Fine paid	do	do	do	
do	22	do	E. T. Jones	do	do	22	do 20 do	do	do	do	do	
do	22	Lizzie McLeod	Archie McLeod	Assault	do	23	Discharged	Case withdrawn	do	do	do	
do	22	do	Wm. Hapner	Attempting to take money by menaces and threats.	do	26	do	do	do	do	do	
do	26	Regina	Wm. Hapner	Vagrancy	do	27	2 months' hard labour.	Re-appeared for sentence postponed from 2nd Oct.	do	do	do	
do	29	do	Thomas Tracy	Drunk and disorderly	do	30	Fined $15 and costs	Fine paid	do	do	do	
do	27	do	Jerry Murphy	do	do	30	do 10 do or	do	do	do	do	
do	27	do	Thos. Clarkin	do	do	30	do 10 do	do	do	do	do	
do	27	do	Nel. Swansby	do and breach of the peace.	do	30	do 25 do	do	do	do	do	

Appendix A.—Criminal and other Cases in the North-West Territories, &c.—*Concluded.*

Date of Arrest or Committal.	Prosecutor.	Defendant.	Nature of Offence.	Date of Conviction or Acquittal.	Penalty.	Remarks.	If tried by Jury.	Where Tried.	By whom Tried.
1884.				1884.					
Oct. 27	Regina	Joseph Rivière...	Drunk and disorderly.....	Oct. 30	Fined $10 & costs or 1 month's hard labour.	Fine paid.....	No..	Kootenay....	Inspector Steele, C.P.
do 28	do	Wm. Watkins ...	Breach of the peace	do 31	Fined $10 and costs	do	do	do ...	do
do 28	do	Nel. Swansby....	Disorderly house	do 31	do 5 do ...	do	do	do ...	do
do 30	do	Frank McKay ...	Breach of the peace	do 31	do 10 do ...	do	do	do ...	do
Nov. 3	do	Thos. Kitchen...	Drunk and disorderly	Nov. 3	do 10 do ...	do	do	do ...	do
do 3	do	Dan Morris	do ...	do 3	do 10 do ...	do	do	do ...	do
do 3	do	Josephine Sing .	do ...	do 3	do 25 do and 2 months' hard labour.	do	do	do ...	do
do 3	do	D. McCallum	do ...	do 3	Fined $10 and costs	do	do	do ...	do
do 3	do	Geo. R. Koffman	do ...	do 3	do 10 do ...	do	do	do ...	do
do 4	do	John Sullivan ...	Larceny.....	do 4	Dismissed.....	Property restored.	do	do ...	do
do 4	do	May Stewart.....	Unlawful possession.....	do 5	Restitution of property and costs.	.....	do	do ...	do
do 17	do	Charles Carlson.	Liquor in possession intended for sale.	do 17	Fined $20 and costs	Fine paid.....	do	do ...	do
do 17	do	Andrew Collins.	do ...	do 17	do 20 do ...	do	do	do ...	do
do 18	do	James Goodwin.	Drunk.....	do 18	do 10 do ...	do	do	do ...	do
do 19	do	Frederick Curtis and F. Gillard	Burglary	do 21	.....	Committed for trial	do	do ...	do
do 13	do	Thomas Iliff.....	Horse stealing	do 21	Dismissed.....	Defendant proved lawful possession	do	do ...	do
do 21	do	Samuel Martin...	Burglary	do 26	do	Not proved	do	do ...	do
do 23	do	Henry Cochrane	Drunk	do 24	Fined $ 5 and costs	Fine paid.....	do	do ...	do
do 24	do	Ebenezer Gunn..	Liquor in possession intended for sale.	do 24	do 20 do ...	do	do	do ...	do
do 24	do	Emma Foster....	do ...	do 24	do 20 do ...	do	do	do ...	do
do 27	do	M. Stone	Keeping a common gambling house.	do 27	do 20 do ...	do	do	do ...	do
do 27	do	Pete Poston	Gambling in a common gaming house.	do 27	do 20 do ...	do	do	do ...	do
do 27	do	Ole Johnson.....	do ...	do 27	do 20 do ...	do	do	do ...	do
do 27	do	N. Hallbrig.....	do ...	do 27	Dismissed	Gave evidence.....	do	do ...	do
do 27	do	Matthew Sullivan	Drunk	do 29	Fined $ 5 and costs	Fine paid.....	do	do ...	do
do 29	do	Charles Sunberg	Liquor in possession ...						

| | | |

DISTRIBUTION state of the Force, compiled from Latest Returns.

Division.	Station.	Commissioner.	Superintendents.	Inspectors.	Surgeons.	Assistant Surgeons.	Staff Sergeants.	Sergeants.	Corporals.	Constables.	Total.	Total Strength of Division.
"A"	Maple Creek		1	1			3	3	3	24	35	
do	Medicine Hat							1		9	10	
do	Swift Current									1	1	
do	Mail Service									2	2	48
"B"	Regina	1	2	3	1		7	4	6	72	96	
do	Moose Jaw								1		1	
do	Moosomin								1	1	2	
do	Fort Qu'Appelle								1	3	4	
do	Shoal Lake								1		1	
do	Qu'Appelle Station									2	2	
do	Souris									3	3	
do	Winnipeg			1				1		14	16	
do	Mail service									2	2	
do	On leave		1					1			2	129
"C"	Fort Macleod		1	1		1	5	6	2	41	57	
do	Kootenay									2	2	
do	Crow's Nest Pass								1	2	3	
do	Piegan Reserve									2	2	
do	Whoop Up									2	2	
do	St. Mary's									2	2	68
"D"	Battleford		1	2			3	5	5	87	103	
do	Carlton		1			1	1	1	1	44	49	
do	Fort Pitt			1			1	1		16	20	
do	Prince Albert			1				1	1	20	23	
do	Frog Lake								1	4	5	200
"E"	Calgary		1	2			4	4	5	50	66	
do	Fort Saskatchewan			1			1	1	2	14	19	
do	Mail service									2	2	
do	Kicking Horse			1					1	7	9	
do	1st Crossing, Columbia River									4	4	
do	Beaver Creek									2	2	
do	Moberly House									1	1	
do	Laggan									3	3	
do	End of track									2	2	
do	Company's store, siding							1		2	3	
do	On leave									1	1	112
	Total Strength	1	8	14	1	2	25	30	33	443	557	557

DISTRIBUTION state of the Horses of the Force, compiled from latest Returns.

Division.	Stations.	Troop Horses.	Ponies.	Stallions.	Scouts Horses.	Remarks.
"A"	Maple Creek	27	1		4	
do	Medicine Hat	12				
"B"	Regina	50	2			
do	Fort Qu'Appelle	2				
do	Souris	3				
"C"	Fort Macleod	69		1		
do	Pincher Creek	3	1			
do	St. Mary's	2				
do	Pigeon Reserve	2				
do	Kootenay	3	1			
"D"	Battleford	5				
do	Carlton	37				
do	Prince Albert	11				
do	Fort Pitt	6				
do	Frog Lake	2				
"E"	Calgary	49				
do	Fort Saskatchewan	14				
do	Kicking Horse	9				
do	1st Crossing Columbia River	3				
do	Beaver Creek	1				
do	Moberly House	1				
do	End of track	1				
	Total strength	349	5	1	4	

RETURN showing the number of men discharged from the Force between the 1st December, 1883, and 30th November, 1884, and the cause of discharge; also the number of Re-engaged men and recruits.

Expiration of service	38
do but subsequently re-engaged	28
Discharged by purchase	8
Invalided	26
Deserted	31
Deaths	1
Dismissed	3
Total discharged	135
Time expired, men re-engaged	40
Recruits	131
	171

Remounts purchased for the Force during 1884.

From Whom.	Where.	No.
H. Reid	Regina	1
Stewart Ranche Company	Calgary and Macleod	49
J. Christie	Regina	1
R. Graham	do	3
D. Gillespie	do	2
Mount Royal Ranche Company	Calgary	7
T. H. B. Cochrane	do	2
J. Walker	do	2
J. R. Oswald	do	1
Military Colonization Ranche Company	do	5
Sheep Creek Ranche Company	do	2
J. H. Cummings	do	1
H. Powers	do	1
H. F. Rivers	do	2
Alberta Ranche Company	do	1
W. E. Fowler	do	1
T. Lynch	do	5
F. Strong	do	1
Winder Ranche Company	do	8
H. Glen	Winnipeg	2
British American Ranche Company	Calgary	10
Total		107

Horses purchased for use of Scouts, 1884.

From Whom.	Where.	No.
W. Douglas	Maple Creek	1
J. Tanner	do	2
Broadwater & Co	Assinaboine, U.S.A.	1
Total		4

RETURN

(158)

To an ORDER of the HOUSE OF COMMONS, dated the 27th April, 1885:—

For copies of Correspondence of a recent date between the Superintendent-General of Indian Affairs and the Agent of the Department in British Columbia, or any other person, upon the subject of establishing Indian Schools in said Province.

By Command.

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
Ottawa, 14th July, 1885.

School for Indian Girls.

NEW WESTMINSTER, B.C., 8th November, 1883.

MY DEAR SIR,—I have the honor to lay before you a proposed scheme for the establishment of a school for Indian girls, in connection with the Church of England mission to Indians at Lytton, B.C., and to request your kind recommendation of the same to the Department at Ottawa.

I have had the scheme under consideration for two years past, but owing to the resignation of the Rev. J. B. Good and the delay which has been unavoidable in supplying his place, I have not felt warranted in making any definite proposal until now.

While there was no missionary in charge, I felt it inexpedient to proceed with the establishment of a school.

Now, however, two clergymen have been appointed, who will arrive in the Province, I hope, about the end of February, and allowing them a month or two to establish themselves, I think the school may be started in the course of next summer.

As it may naturally occur to you to ask why, in the inauguration of any such work, precedence should be given to girls rather than boys, I would like to explain that I fully appreciate the importance of educational work amongst boys, and am aiming to provide for it at the first opportunity, but I see no reason for deferring similar work amongst girls, when opportunity offers, because circumstances are not yet ripe for its prosecution in regard to boys.

The circumstances which have enabled me to propose the establishment of a school for girls are as follows:—

A year or two ago a report of mine to the Society for the Propagation of the Gospel, in which I spoke of the wants of our Indian mission, was published, and a copy came into the hands of the Mother Superior of the Ditchingham House of Mercy. She put herself into communication with my commissaries in England, and the result was an offer to establish a branch community of three Sisters at Lytton, or elsewhere in the Indian district, for the industrial training and education of Indian girls.

The offer included the payment of all expenses of travel from England to this Province, and the maintenance of the community for a period of two years. I had no hesitation in accepting this noble offer at once, and the work would have been proceeded with then and there but for the retirement of Mr. Good.

The vacancy having now been filled up, I am about writing to the Mother Superior, inviting the party to make preparations for leaving England next spring.

The purpose of this communication is to appeal to the Department for assistance in the erection and fitting up of a suitable building for this institution.

After mature consideration and consultation with the Indians themselves, I have come to the conclusion that if we can erect permanent buildings for the purpose at once it should be at Lytton, which has always been regarded as the centre of the mission, and where the largest number of the people reside.

Whereabouts in Lytton, is another question which has yet to be decided. I feel very strongly that it should be removed some little distance from the town, as otherwise there would be the difficulty and inconvenience of parents and friends continually congregating about the doors, to the subversion of discipline and the hindrance of work.

The church has property about one mile out of Lytton, on the road towards Yale, on which the Indian church now stands. I think the institution would be well placed there.

In the event of our applying for assistance to the church at home, it would be an essential condition that the premises were on freehold land, held in trust for the church, and this is certainly an important consideration, which should not be left out of account in fixing the site. At the same time, there is Government land in the immediate neighborhood, on which, if the Department preferred it, the buildings could be erected, and we could hold them on lease. Only in this case I could apply no church money on buildings, being debarred by the above condition.

I have talked to the Indians throughout the district on the subject of the school, and I do not anticipate any difficulty in obtaining pupils; in fact, I fully expect that the difficulty will rather be an excess of candidates. I propose providing for fifty, in the first instance, and I estimate the cost of necessary buildings at $1,500, and fitting up at $500.

This is a very low estimate, but I think it will prove sufficient, with economy, but it is my own calculation, not a builder's, and it will only supply a very plain structure.

The maintenance of the children I estimate at from $1.50 to $2 per week each.

This is a big scheme indeed, but I am not afraid of being able to carry it out successfully if only I am backed substantially at the commencement.

Only let me be able to launch it successfully, and I will engage to secure public interest enough to keep it afloat.

I refrain entirely from speaking of the necessity of the work, or the benefits likely to accrue from it, because you can judge of these even better than I, and your recommendation of them to the Department will be far weightier than mine.

We have only to look at the United States to see what can be done in the direction of elevating the Indian by such institutions, and it is no credit to us that similar efforts have been wanting so long amongst ourselves.

The willingness of the Government to aid in such a work I do not question for a moment; their only hesitation will probably be about my capacity in executing it.

To meet this, I would suggest that you and the Indian agents for this district, *i.e.*, Mr. Henry Cornwall and Mr. House, should form, with myself, a Board of Superintendence, with collective responsibility.

Begging your hearty interest, I remain, my dear Sir, faithfully yours,

A. W., NEW WESTMINSTER.

J. W. Powell, Esq., M.D., Indian Superintendent, Victoria.

Indian Office, Victoria, B.C., 10th December, 1884.

Sir,—With reference to the money due the Yankee Flat Indians for timber cut by Mr. Onderdonk on their reserve, I have the honor to inform you that I have succeeded in effecting a settlement for the sum of $783.50, being the amount, as originally returned by Mr. Agent Cornwall, as due the Indians.

In accordance with the direction contained in your letter of the 29th ult., No. 16122, I have written to His Lordship the Bishop of New Westminster that the money may be accordingly expended as requested by the Indians, under the conditions named in your communication.

I have the honor to be, Sir, your obedient servant,

J. W. POWELL, *Indian Superintendent.*

Hon. the Superintendent-General of Indian Affairs.

INDIAN OFFICE, VICTORIA, B.C., 15th December, 1884.

SIR,—With reference to your letter of the 29th ultimo, No. 16122, on the subject of the proposed industrial school in connection with the Church of England, under the direction of His Lordship the Bishop of New Westminster, and reminding me that no reply has been given to your request for information in a previous letter upon this subject, I beg to state, for your information, that His Lordship the Bishop has expressed a desire to confer with me before giving his views. As soon, however, as I can get an opportunity of seeing the bishop, and also Mr. Lomas, who is visiting a distant part of his agency, I will lose no time in attending to your instruction upon this matter.

I have the honor to be, Sir, your obedient servant,

J. W. POWELL, *Superintendent Indian Affairs.*

Right Hon. the Superintendent-General Indian Affairs.

MAPLE BAY, 27th December, 1884.

SIR,—In accordance with your telegram, I met the Rev. Mr. Roberts, but we could make no estimate of the annual amount likely to be required for an orphanage or an industrial school on Kuper Island, until it is known whether the New England Society are willing to enter into the project.

Mr. Roberts has, I believe, written to the society, explaining the good that might be done by an institution of the kind; and should they be willing to erect suitable buildings to accommodate, say, twenty children, I presume the Department would be willing to assist in the expense of their support and education.

This would not be an expensive undertaking, and, if found successful, might be extended at any time, and I have no doubt the Kuper Island Indians could be induced to reserve, say, fifty acres of land, adjoining that of the New England Society, to be used at a future time as an industrial farm. In this matter I should strongly urge that an institution of this kind be commenced as an orphanage, as by this means many destitute children would be provided for, and the attenance at school would be constant, which has never yet been the case in an Indian school in the agency.

I have the honor to be, Sir, your obedient servant,

W. H. LOMAS, *Indian Agent.*

J. W. POWELL, Esq., M.D., Supt. Indian Affairs, Victoria, B.C.

YALE VICARAGE, B.C., 29th February, 1884.

MY LORD,—In obedience to Your Lordship's instructions, I have this day visited the tribe of Indians resident at a place called Yankee Flat, situate 29 miles above Yale, and I herewith enclose a document signed by all the "householding" men of the tribe, requesting the Indian agent to make over to Your Lordship certain moneys due to them from the Canadian Pacific Railway Company for the purpose of establishing a school for their children close to their village.

I also inspected the proposed site for the school, and find it in every way suitable.

The school, when established, will also be in a good position for receiving the children of three neighboring tribes.

I append a formal report of my visit, and remain

Your Lordship's faithful servant,

DARRELL H. W. HORLOCK.

29th February, 1884.

We, the undersigned Indians of Yankee Flat, desire a certain sum of money, due to us per Mr. Onderdonk (being about $700, more or less), to be paid over to the Lord Bishop of New Westminster, for the purpose of building and establishing a day school for our children in the neighborhood of our village.

As witness our marks this twenty-ninth day of February, 1884:—

	his × mark.		his × mark.
Soie (Chief)		William (by Soie)	
Queensutka	"	Speokah "	"
Kal-a-lask	"	Utspulow	"
Tsuesh	"	Yom Hiopah (by Soie)	"
Kleopoh	"	Quinegah "	"
Andrew	"	Simlak	"
McCann	"	Queethah	"
Queesk (by Soie)	"	Kaspâhan	"
Saak "	"	Towtah	"
Kalwem "	"	Allsee	"
Mayask "	"	Holiere (by Soie)	"
Klamuken "	"		

Signed by the above Indians, at Yankee Flat, in presence of
DARRELL W. H. HORLOCK, *Vicar of Yale.*
E. PEARSON, *J.P.*
EDWIN LENCH WRIGHT, *Indian Missionary, Fraser River.*

New Westminster, 7th March, 1884.

Sir,—I have the honor to enclose a document (original), signed by twenty-three male householders at Yankee Flat, and witnessed by E. Pearson, Esq., J.P., and two clergymen, which will, I think, be sufficient to show the wishes of the Indians with regard to the sum of money owing to them by the railroad contractor.

I also enclose a copy of a letter received from the Rev. D. H. W. Horlock, whom I commissioned to make enquiries into the circumstances under which an application had been made to you by the Rev. Father Le Jeune.

I am, Sir, your obedient servant,
A. W., NEW WESTMINSTER.

J. W. Powell, Esq., M.D., Indian Superintendent.

New Westminster, 30th July, 1884.

My Dear Sir John Macdonald,—If any apology is necessary for addressing you privately in public affairs, I make it with all deference; at the same time, however, explaining that I did not mark this private for my own sake, but for yours. An official letter you might feel obliged to notice officially. A private letter you can deal with as you deem advisable; and I am prepared to write to you officially on the subject if you desire it.

My subject is the management of Indian affairs in this Province, or rather within this diocese, for that is all that concerns me, or about which I have any right to complain.

And my complaint is, that in matters of the deepest importance and interests to the Indians, I cannot excite the faintest interest in the Department, nor obtain more than the barest acknowledgment of my communications.

I shall spend, for example, this year, between $3,000 or $4,000 for Indian improvement, money raised by myself for the purpose, while there is not a single circumstance connected with that work wherein I have derived an atom of assistance or encouragement from the Indian Department.

This seems to me not only a just cause of complaint, but also a lamentable waste of means, for unquestionably Church and State, by harmony of action, could together

accomplish far greater results than either of them single handed. But the State not only rejects all my offers of co-operation, but sits with folded hands besides.

The superior officials of the Department consist of a superintendent and three agents. The superintendent is permanently resident in Victoria, following a profession, and paying an annual visit to the mainland, rushing through with all possible haste. One agent, Mr. McTiernay, a Roman Catholic, is, I believe, doing his work faithfully and industriously, travelling most of his time, and acquainted almost individually with the Indians under his charge.

The other two resigned their appointments many months ago, and although I believe that one of them has been replaced, the new agent has not yet entered upon his duties, and the districts are being absolutely neglected meanwhile.

I could have suggested excellent men for both appointments, and with my knowledge of the Indians and the duties of the office of agent, could probably have made better suggestions than anyone else; but I suppose our local parliamentary magnates, who scarcely know an Indian from a Chinaman, would stand aghast at such a thought. My work among the Indians is educational as well as religious.

I am founding schools for both girls and boys, in which they will be trained as school teachers in their respective villages. I am bringing out teachers from England, two clergymen and three ladies, for the work. The clergy are already here; the ladies arrive in September.

I laid this work fully before the Department in November last, in a letter to the superintendent at Victoria, of which I received an official acknowledgement, and I have never heard anything further. I imagined that I had the right to make application for Government help in such a matter, and that my application would meet with some consideration. It is a matter in which I am no more interested, personally, than you are. It is a public matter, concerning the welfare of large numbers of Her Majesty's subjects, but Her Majesty's Government do not feel interested enough in it even to encourage the church in prosecuting it.

Again, in March last, certain Indians applied to me, respecting some money due to them from the railroad contractor, asking me to apply it to the purpose of education. I forwarded their petition to the superintendent, and from that time to this no action has been taken.

The Indians do not understand circumlocution or official delays. They simply know that the money is owing to them and is withheld by somebody. I am compelled, therefore, to write to you, over the head of the superintendent, and not particularly with regard to the points I have specified, but generally to ask you whether it is not possible to galvanize the Indian Department into some measure of vigorous life. The appropriation is amply sufficient for the purpose, but it is miserably wasted in practice. One active man could easily do the work of the superintendent and his three agents, and the pay then would attract the fittest person, and one who would give his whole time to the work.

As it is, superintendents and agents, with other interests to serve besides their official ones, are beset by temptations to which no man ought to be exposed, and which few men are able to resist.

I have written as briefly as was possible, out of consideration for your time. I don't often trouble you, and I never trouble you without occasion. I am simply in earnest in the matter, and desire to do as much good as possible in my generation.

With hearty good wishes, believe me, yours faithfully and fraternally,

A. W., NEW WESTMINSTER.

DEPARTMENT OF INDIAN AFFAIRS, OTTAWA, 2nd August, 1884.

SIR,—I have to request that you will be good enough to inform me, at your earliest convenience, at what points in British Columbia you would consider it advisable to establish industrial schools, not to exceed, in all, three in number—for instruction, besides in the ordinary branches of education, in trades and agriculture, so far as Indian boys are concerned, and in sewing and other industries in which females usually engage in, so far as respects Indian girls.

I should also like to have a carefully prepared estimate from you of the cost, which, in your opinion, the establishment of a school of the above description, at each point that may be recommended by you, would involve, giving the details on which your estimate of cost is based.

I am, &c.,

L. VANKOUGHNET, *Deputy Minister Indian Affairs*

J. W. Powell, Esq., Indian Superintendent, Victoria, B. C.

Department of Indian Affairs, Ottawa, 21st October, 1884.

Sir,— A statement has been made to the Superintendent-General, by His Lordship the Bishop of New Westminster, that His Lordship has brought out teachers from England, two clergymen and three ladies, with the object of founding training schools for Indian boys and girls, to act eventually as school teachers in their respective villages. That His Lordship laid this work fully before you, in a letter addressed to you in November last, and of this letter he received an official acknowledgement, but has never heard anything further about the matter. His Lordship would appear, from his letter, to have applied to you for Government assistance in his undertaking.

Upon reference to the records of this Department, I cannot find that any communication of the above matter has been received from you.

His Lordship further states that in March last he forwarded to you a petition from certain Indians, respecting some money due them from the railway contractor. That the petition asked that the same might be applied to purposes of education; that from that time to this no action had been taken in this matter. The records of the Department fail to show that any communication has been received in the matter. I have to request that you will report on the above statements of His Lordship the Bishop of New Westminster, at your earliest convenience.

I am, &c.,

L. VANKOUGHNET.

J. W. Powell, Esq., Indian Superintendent, Victoria, B. C.

Indian Office, Victoria, B.C., 12th November, 1884.

Sir,— Adverting to the last paragraph of your letter of the 21st ult. (No 16122), which relates to the complaint of the Bishop of New Westminster, as to the petition of certain Indians to have some moneys alleged to be due them from the railway contractor for timber cut on their reserve applied to the building of a school house thereon, I have the honor to acquaint you that up to the present time no moneys have been received on the account referred to by the Bishop—the contractor disputing the statement of the Indians as to the trees cut. The matter is still a subject of enquiry and correspondence between this office and Mr. Onderdonk.

I have the honor to be, Sir, your obedient servant,

J. W. POWELL, *Superintendent Indian Affairs.*

Right Hon. the Superintendent-General of Indian Affairs, &c.

Department of Indian Affairs, Ottawa, 29th November, 1884.

Sir,—I beg to acknowledge the receipt of your letter of the 12th inst., in reply to mine of the 21st ult., relative to the petition of certain Indians that moneys due them from the railway contractor for timber cut on their reserve, which is situated about 29 miles above Yale, at a place called Yankee Flat, should be paid over to His Lordship the Bishop of New Westminster, for the purpose of establishing a school for Indian children close to the village of those Indians. I note that you state the contractor is still disputing the Indians' claim as to the number of trees cut on the reserve in question, and that the matter still forms a subject of inquiry and correspondence between the Indian Office at Victoria and the contractor, Mr. Onderdonk. I have to suggest that it would be well for the Indian agent for the locality to pro-

ceed to the spot and definitely ascertain, from the number of stumps, the number of trees that were cut by Mr. Onderdonk, and so close the matter. With regard to the Indians' proposition to hand over the money realized from the trees to the Bishop of New Westminister, to be expended in the manner proposed, I have to inform you that this would be contrary to the usage of the Department, and could not properly be done. The Department, however, will not object to the money being expended in the manner proposed by the Indians, it being a laudable object, viz., the establishment of a school for their children, provided the building is placed on, not merely close to the reserve; but the expenditure must be made through the proper channel, and a contract for the erection of the school building and the supplying of the necessary furniture, &c., must be done in the regular way, through the local agent.

It would be well for you to write to His Lordship the Bishop of New Westminster to the above effect, explaining to him, at the same time, the cause of delay in closing the matter.

I am, &c.,

L. VANKOUGHNET.

J. W. Powell, Esq., Indian Superintendent, Victoria, B. C.

Indian Office, Victoria, B.C., 10th November, 1884.

Sir,—I have the honor to acknowledge receipt of your letter (No. 16122), of the 21st ultimo, relative to a statement made by the Bishop of New Westminster regarding His Lordship's intention of founding schools for training Indian boys and girls, and the laying of this matter before me, in a letter addressed to me in November last; also, that beyond an official acknowledgment from me, His Lordship had heard nothing further about the matter. That in March last he had forwarded a petition from certain Indians respecting some money due them from the railway contractor, asking that the same might be applied to purposes of education, but nothing further had been heard by the Bishop concerning this matter, &c.

In reply, I have the honor to state that a letter was received by me, as the bishop intimates, on the eve of my departure for the north-west coast, but having no time then to enter into the proposal referred to, I sent the bishop a letter of acknowledgment, intending to enclose the document to you on my return.

It appears the letter was then duly filed by my assistant in error, and through accidental omission was not brought to my notice again until your letter was received. Meantime, I have been much absent from my office, and definite action in regard to considerable correspondence has been delayed for my arrival, which will now have my attention. I much regret that His Lordship, who has had considerable private and official correspondence with me, did not call my attention to any apparent neglect before communicating with you on the matter, as during the interval we have met, both here and at Yale, but the subject was never mentioned to me, either directly or indirectly, nor have I heard that the parties referred to by the bishop in his letter had arrived in the country.

With my respectful apologies to yourself for my unintentional delay in sending you a copy of the bishop's letter, I now beg to submit the same for your consideration. In respect of the proposal contained therein, I think that some definite information should be given to the Department as to the actual assistance His Lordship desires. It is possible that he might undertake the management of an industrial school for boys, with proper Government aid—a scheme which is preferable, in my opinion, to the establishment of a training school for girls. The estimate of His Lordship is too low for efficiency, as the maintenance of children would be more costly in British Columbia than in the Eastern Provinces, and could not well be calculated at less that $2.50 to $3 per pupil—say $6,500 to $7,500 per annum for fifty pupils. There can be no doubt of the great desirability of establishing an industrial school for boys (and for girls also, if possible), and if the bishop can devise any practical mode of starting such an institution, and carrying it on, with the help of this Department, the proposal is worthy of favorable consideration and adoption.

Lytton would be an unobjectionable point, and almost as central for the interior as Kamloops. The school might then form one of the three schools contemplated at the interview I had the pleasure of having with you when in Ottawa.

I have the honor to be, Sir, your obedient servant,

J. W. POWELL, *Superintendent Indian Affairs.*

Right Hon. the Superintendent-General of Indian Affairs, &c., &c.

DEPARTMENT OF INDIAN AFFAIRS, OTTAWA, 29th November, 1884.

SIR,—I am in receipt of your letter of the 10th inst., and a copy of a letter addressed to you by His Lordship the Bishop of New Westminster, of the 8th of November, 1883, relative to the proposed establishment by His Lordship of a school for Indian girls in connection with the Church of England mission at Lytton, B.C.; and as you consider that Lytton would be an unobjectionable point, and almost as central for the interior as Kamloops, at which to establish an industrial school, I have to request that you will communicate with His Lordship the Bishop of New Westminster, and request that you may be furnished, for the information of the Department, with definite information as to the actual assistance which His Lordship would expect the Department to contribute to the institution; also, whether, in the event of the Department agreeing to contribute towards the tuition, instruction in industries and maintenance of Indian boys, say fifty, His Lordship would undertake the management of an industrial school for boys, as well as the one which he proposes to establish for the instruction of Indian girls. Should this Department be expected to contribute towards the erection of the buildings for these institutions, and the future maintenance and repair of the same, it must be understood that they shall be erected upon ground belonging to the Government. In connection with the subject of the establishment of industrial schools for Indian youth in British Columbia, I have to refer you to my previous letter to you, written some time ago, in which I ask you to furnish an estimate of the cost of establishing and maintaining such institutions on Vancouver Island and in the interior, and to remind you that no reply has been received from you, and the information is required before Parliament meets. I have also to mention, in this connection, the statement made in a private letter from Mr. Indian Agent Lomas to you, which you were good enough to show me when you were in Ottawa, and which I returned by mail to you, in which he recommends that an institution of this kind be placed under the charge of the New England Company's agent, upon Kuper Island, which is situated off the coast of Vancouver, and which Mr. Lomas considers would be a good site for such an establishment. It would be well for you to communicate with the agent of this New England Company, and endeavor to ascertain from him on what terms the New England Company would undertake to erect a building at Kuper Island for industrial school purposes, and to educate, train in industrial pursuits and maintain fifty Indian boys and the same number of Indian girls thereat.

Your earliest possible attention to these matters is urgently requested.

I am, &c.,

L. VANKOUGHNET, *Deputy Minister of Indian Affairs.*

J. W. POWELL, Esq., Indian Superintendent, Victoria, B.C.

KUPER ISLAND, CHEMAINS P. O., 6th January, 1885.

DEAR SIR,—In reply to your communication, relative to the proposed industrial school for Indian children resident in this district, I beg to inform you that I am unable, at present, to form any definite opinion as to the mode of management and cost of such an institution in this place.

No person acquainted with the habits and wandering life of the Indians on this coast can, in my opinion, have any doubt as to the necessity for an industrial school, in which the pupils can have board, clothing and regular, unbroken instruction.

It is well known that the tribes, who are scattered in small bands along the east coast of Vancouver and the adjacent islands, seldom remain steadily for many months

at a time in their villages. In the summer season they almost all go to the salmon fisheries on the Fraser River, taking their children with them. When the fishing there is over they are in the habit of migrating to Puget Sound, to earn a little money by picking hops. Then they come home for a short time, to dig up their potatoes and other root crops; and when that is accomplished many of them move about, from place to place, fishing for their winter's supply of food, or to make dog-fish oil, or seek employment at saw mills, on the railroad, or among the white settlers. Their children are with them wherever they go.

Again, it is a fact pretty well known that few Indian parents take much interest in the education of their children, or care to send them regularly every day to a day school (if there be one near them), during the short period in which they remain each year in their villages. The natural result is that hardly an Indian boy or girl learns to write even their own name, or to read more than words of one syllable.

I would also remark that with the exception of a very few places—such as Cowichan—there is no large body of Indians resident even for a short portion of the year in any one settlement. Their villages are the "headquarters" to which they return periodically for a brief sojourn.

If an industrial school were started on a small scale, say, with about twenty or thirty pupils of both sexes, the number of officials required for their care and instruction would, in my opinion, be three. For a smaller number of pupils perhaps two persons only would be necessary. There should be a matron, able to give ordinary school instruction, teach plain needlework, the cutting out and making of clothes, and also look after the internal management of the household. 2nd. There should be an intelligent man to work a small piece of land and train the boys in gardening, farming, &c. 3rd. A stout, active servant girl might be needed, at least for a short time, until some of the Indian girls be taught to do her work. The services of a matron could probably be secured for $600 a year and board, a good man for the same, and servant girl for about $20 or $25 a month. I do not know what would be the cost of clothing and food.

The pupils would need two suits of clothes each, besides changes of undergarments. After a year or two the girls would probably be able to make all the clothes, and the boys to raise potatoes and vegetables, which would go largely to their support. But for a year or two both clothing and food would have to be purceased.

Kuper Island is central for the district extending from Sooke to Comox. It is remote from any white settlement or any large Indian village. Therefore the pupils in a school located there would not be much exposed to the vices of white men or the examples of gambling and other bad habits of Indians.

If the New England Company would take a part in the support of such a school, their sloops would be useful in conveying supplies from Chemains, Nanaimo, Victoria, &c.

I have written to the company on the subject; also to Robert Ashton, Esq., Superintendent of the Mohawk Institution, near Brantford, Ont.

Should I receive any information from them, I shall be happy to communicate it to you.

I am, dear Sir, yours very sincerely,

ROBERT JAMES ROBERTS.

Lieut.-Col. Powell, Superintendent of Indians in British Columbia,
Victoria, B.C.

New Westminster, 30th January, 1885.

My Dear Sir,—I have the honor of acknowledging the receipt of your letters of 22nd November and 15th December. The proposals of the Government are very welcome, though coming so late. I have been occupied some years in an endeavor to interest the Department in the question of education of Indians; and at length, in despair of success, I established last year, on my own responsibility, two institutions,

one for boys and one for girls. It is impossible for me (at present) to say how my experiment would have fared without Government aid, but I have no doubt of ultimate success, with liberal Government help and time to develop the scheme. I am convinced, however, that both institutions will be expensive in their establishment, and, owing to the Indian character, slow in the development of their full usefulness. My boys' school is established in premises purchased for the purpose on the Yale waggon road, six miles above Boothroyds. I have two clergymen and a lay teacher there, and accommodation for about 10 boys. My girls' school is at Yale, in our mission building, under three ladies, members of the Sisterhood of All Hallows, who have accommodation for about 20. So much by way of preface, and to prove my own earnestness in the work. Now, to answer what I conceive to be the main point of your letter of the 15th December: "Whether, in the event of the Department agreeing to contribute towards the tuition, instruction in industries and maintenance of Indian boys, say 50, I would undertake the management of an industrial school for boys." I have the utmost readiness in answering affirmatively, provided I am entrusted with the appointment of officials, and provided, further, that I am allowed to develop the undertaking gradually. With this proviso I beg to propose to the Department as follows: First. A council shall be formed, to be called the Church of England Indian School Council. The Bishop of New Westminster for the time being, shall be the *ex-officio* president of the council, and there shall be four other members, two to be appointed by the bishop and two by the Department, all of whom shall be members of the Church of England. The functions of the council shall be limited to Church of England Indian schools in the diocese of New Westminster receiving aid from the Dominion Government, and shall include powers of visitation and inspection, the framing of rules of discipline, the ordering of supplies, and the administration of the Government grant. The council shall be furnished once a quarter with a report from each school, and shall meet once in every quarter for the discussion of the report and other business.

2.—*Girls' School.*

I will undertake to supply the buildings for this school, on church property, within two years from the date when these proposals are accepted by the Government, and to provide three teachers, free of all charges on the Government for salary.

The Government to make a grant of $500.00 towards furnishing the building, when completed, and to allow a sum of $2.50 per week for each of the teachers and for each Indian girl resident and boarding in the school, and $1.00 per month for each Indian girl attending as a day scholar. This capitation grant to be payable in respect of the temporary school already at work in Yale, and to date from 1st January, 1885.

3.—*Boys' School.*

I will undertake to provide, free of all charge on the Government for salary, two teachers in Holy Orders, one of whom shall be continuously resident in the school, one lay teacher, and a resident medical man. The Government to supply, within two years from the date of acceptance of these proposals, the necessary buildings—on Government property—including school rooms, dining room, dormitory, chapel, with quarters for the officials, and to furnish the buildings throughout, including a supply of drugs, &c.; also to provide a sum of $75.00 per month for one industrial instructor and $50.00 per month for a matron, and a capitation grant of $2.50 per week on account of each resident official and each Indian boy resident and boarding in the school, and $1.50 per month for each Indian boy attending as a day scholar. The location suggested by the Indian agent, Mr. McKay, in his letter to you of 17th November, 1884, has much to recommend it. I am decidedly of opinion that schools should be remote from any centre of white population and separated from one another by a distance of at least 5 miles. If the boys' school was established at Boothroyd's, I would establish the girls' school about 6 miles off, on the

property at present occupied by the boys' school. As all supplies would have to come by railroad, it will be necessary to construct a trail connecting the schools with Keefer's Station.

I wish it to be understood that I am most unwilling to regard these schools as of a permanently charitable character. It would be a most fatal thing, in my opinion, to pauperize the Indians, and I shall never cease impressing upon them their obligation to assist, to the utmost of their ability, and I believe this will be no inconsiderable item. I am prepared to agree, therefore, that after payment of all legitimate expenses any balance in hand derived from Government grant or contribution of Indians, shall be applied by the council in reduction of the Government grant for the following year: provided that all contributions of the general public, in the like case, shall be applied to prizes, scholarships, &c., for the benefit of the pupils. The girls will not be able to do much for their own support, but we reasonably expect that the boys will be remunerative; and it should be an object with us all to offer to the teachers the best inducements to turn the industrial work of the school to profitable account.

I am, dear Sir, your obedient servant,

A. W., NEW WESTMINSTER.

J. W. Powell, Esq., M.D., Indian Agent, Victoria, B.C.

New Westminster, 16th February, 1885.

My Dear Mr. Homer,—I enclose you a copy of a letter written to Dr. Powell, in reply to one from him, asking me whether, on certain conditions, I would undertake the management of an industrial school for Indian boys. The proposal is one which I have been hoping for for the last five years. There seems a probability of our accomplishing something now, if the Government is liberal enough, but they must expect to have to spend money. I have been enquiring into similar institutions in the States, and I find that where Government bears the whole expense the cost averages about $175 per pupil per annum; where the management is in the hands of religious bodies, the Government gives an annual grant of $100 per pupil. My enquiries are limited to schools in Washington Territory.

Whether such schools can ever be made self-supporting is a doubtful matter. The Indians know perfectly well that the Government supply every white child with a free education, and they are not likely to see much reason in a proposal to make them pay for what the white man receives gratis.

Nevertheless, opposed, as I am, to the principle of free education altogether, I shall not omit to impress upon the Indians their obligation, as far as possible, to assist, by a voluntary tax, or by subscriptions, in the work of education. I shall be much obliged to you if you will make enquiries as to any existing industrial schools in the east, where I might hope to find suitable teachers in agriculture and handicrafts, and to send me the addresses of the managers; and I shall hope that you will exert all your influence to obtain for me the most liberal Government help in the prosecution of the work.

Believe me, faithfully yours,

A. W., NEW WESTMINSTER.

J. A. R. Homer, Esq., M.P.

Ottawa, 11th March, 1885.

Sir,—I have the honor to recommend that a sum be placed on the Supplementary Estimates to assist the Indian schools established in British Columbia by the Bishop of New Westminster, for the particulars of which I beg to refer you to the reply of the Bishop to Doctor Powell, the Indian Agent in British Columbia.

I have the honor to be, Sir, your most obedient servant,

J. A. R. HOMER.

The Deputy Minister of Indian Affairs, Ottawa.

INDIAN OFFICE, VICTORIA, B.C, 3rd March, 1885.

SIR,—With reference to your letter of the 2nd August last, requesting me to indicate at what points in this Province I would consider it advisable to establish industrial schools, not to exceed three in number, and also to supply you with a careful estimate of the cost of establishing and maintaining the same, and to my further reply to your favor, No. 16122, of the 29th November, in which I stated that I would furnish a report as soon as I could have an opportunity of conferring with the Bishop of New Westminster, who had made some proposals to me relative to the establishment of an industrial school. I have now the honor to enclose a copy of His Lordship's letter, indicating his own views and the conditions upon which two schools (boys' and girls') might be carried on, with Government assistance.

I also beg to include herein copy of a letter from the Rev. R. J. Roberts, who was formerly connected with the Mowhawk Industrial Institution, carried on at Brantford, under the auspices of the New England Society, whose agent in this country Mr. Roberts is. I am unaware of the amount of aid derived from the Government by the last named school, and regret that there are no means here by which I could obtain information as to the requirements and actual cost of a properly organized industrial school, so that I might report more satisfactorily, perhaps, than is possible under existing circumstances.

There can be no doubt, as I have had the honor upon previous occasions of reporting to you, that the Indian desires a minimum of benefit from the day school system, because the influence of camp life is stronger than that of the school.

In fact the whole tribal system, of having their goods and their lands and living in common, is opposed to any system of education which does not begin its reform by separating the child from such a mode of existence, and introducing him to something which is better.

The day school, often presided over by untrained teachers, with its irregular attendance and short hours, is slow to accomplish any tangible or permanent results, which may in no way be compared to the great benefits which are soon felt from a properly organized and well conducted industrial boarding school.

I regard it as a matter of sound policy, if not exalted duty, on the part of the Government having charge of Indians, to place means of education within their reach.

Unfortunately, however, the present annual appropriation for Indian purposes in British Columbia is entirely inadequate to effect more than a very superficial care over such a large population of Indians as there is here, especially while the work and expense of setting aside and surveying lands is borne exclusively by this Department. A considerable addition would therefore have to be made to the usual estimate of Indian expenditure, and the Government would have to be sufficiently high-minded to ignore that portion of the articles of Union by which it was stipulated that the Indians of this country were to be treated with a policy as liberal as that which was pursued prior to Confederation. At that time such a policy meant little, inasmuch as Indians were then left to look out for themselves.

No Government grants whatever were given to any schools, and only a few incomplete reserves were set apart in the settled portions of the Province. Were it not a matter of serious import to the Indians, one might consider such a stipulation as the indulgence of a little grim humor and sarcasm at the Indian's expense. Certainly, nothing less could have been asked by the Province; and, if much more is not to be granted, in view of the large native population—thousands of whom are without any means of education—it would appear idle to suppose that any enlightened or liberal policy, such as is customary among treaty Indians, or those whose aboriginal rights have been acknowledged, could be inaugurated and maintained here.

In the event, however, of a sufficient educational grant being possible, and of the intention of the Department to make a beginning with three schools, I would recommend that one should be established for Vancouver's Island and two for the mainland.

If the New England Company could be induced to undertake the establishment of an institution similar to that conducted by them at Brantford, I think it would be

very desirable. You are aware that this company, three or four years ago, purchased 100 acres of land at Kuper Island, adjoining the reservation, with that intention. The Rev. Mr. Roberts is in charge of this land, but no attempt has, as yet, been made to establish a school there. The island is central, and sufficiently removed for the purpose from all white settlement. It would also have the advantage of being under exclusive control, as the island is all reserve, except the plot owned by the company, as above noted.

The company would, no doubt, undertake the erection of such buildings as they found necessary, and if any were required from the Government, I presume it could be arranged so as to have them built upon reserve land. I suggest that a beginning might be made, in a small way at first, and a few pupils would soon be trained who could assist in teaching others.

The necessary buildings, if erected by the Department, should be designed so that additions might be made, from time to time, as required.

It must be remembered that building costs much more on this coast than in the Eastern Provinces, but a start may be safely made with an erection which will cost $2,000 or $2,500.

Mr. Roberts states in his letter that the number of officials required for a school of twenty or thirty pupils would be three, namely, a matron capable of giving ordinary instruction, farm instructor and a servant girl. The instructor could at once make himself very useful in putting the reserve under cultivation, and teaching the Indians how to utilize it. His example would be copied by the Cowichan Indians generally, with great benefit, in teaching them how to develop the important reservation at Cowichan. The estimated cost of such an undertaking by the Government would probably be:—

Buildings	$2,500 00	
Furniture	800 00	
Farming implements	250 00	
Yoke of oxen	100 00	
Cattle (2 cows)	100 00	
		$3,750 00
Matron	600 00	
Instructor	800 00	
Servant girl	300 00	
		1,700 00
Clothing (20 children)	300 00	
Board (23 persons, $10 per month, including medicine, &c)	2,760 00	
		3,060 00
		$8,510 00
Deduct cost of buildings &c.		3,750 00
		$4,760 00

Were the New England Company to carry out their original proposal to establish an industrial school on their farm at Kuper Island, I have no doubt that they would be glad to do so for a certain annual subsidy for each boarding pupil, and the usual rate allowances for day scholars, and I am of opinion that this would be the best and most economical arrangement for the Government.

The second school would be at St. Mary's, on Fraser River, where the Roman Catholic mission have the requisite buildings already erected and a school in operation. At present most of the attendants are half-breeds, but His Lordship Bishop D'Herbomey is most anxious to extend the usefulness of this institution, and were the Government to increase the present grant, so as to enable them to take thirty or forty Indian children, board and clothe them, His Lordship would maintain the school under such an inspection from time to time as might be deemed requisite.

The third chool could be established under some similar proposal to that ma le in the enclosed communication by the Bishop of New Westminster.

If the Government had the necessary buildings erected at Nicola, Kamloops, or any point in the interior where there is a good reserve of farming land, His Lordship's offer would be a reasonable one, and the expense to the Department would be similar in amount to that I have already indicated in my own estimate.

I do not approve of a governing council, as suggested by the bishop, but I think there should be quarterly reports and reports of inspection by the Government at any and all times, when deemed desirable.

Finally, I am assured that a very economical and acceptable arrangement can be made for, say, twenty male entrants at St. Mary's industrial school, and the same number of female, as the buildings, &c., are ready there.

At Kuper Island a beginning might, as proposed by Mr. Roberts, be made in a small way, with, say, twenty children, and I venture to suggest that an official enquiry should be made by the Department of the New England Company in London, England, direct, to ascertain the terms upon which an industrial school might be started and conducted at Kuper Island under its auspices. I should then, with your concurrence, be glad to make and complete arrangements with the Bishop of New Westminster (Anglican) for a third institution in the interior of the mainland. Unless the Government, however, were prepared to erect and furnish the necessary buildings, I do not think the bishop would have the available funds necessary. I regret that I have been unable to reply to your letter upon this subject before, but the Bishop of New Westminster having proposed to confer with me previous to writing to you, I have deferred my communication in the hope of seeing His Lordship here, especially as one of the objects in view was to learn the terms upon which one school might be carried on under the auspices of his mission. I have, however, received a telegram from His Lordship, informing me of his disappointment in not being able to meet me as intended; hence, I will no longer delay my own report, with the accompanying correspondence.

I have the honor to be, Sir, your obedient servant,

J. W. POWELL, *Indian Superintendent.*

Hon. the Superintentendent-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS, OTTAWA, 18th March, 1885.

MEMORANDUM.—The undersigned begs to submit herewith a letter of the 3rd inst., received on the 16th from the Indian Superintendent at Victoria, relative to the proposed establishment of industrial schools on Vancouver Island and in the interior of the Province of British Columbia; also copies of letters which accompanied the Indian Superintendent's despatch from His Lordship the Bishop of New Westminster, and from the Rev. R. J. Roberts, of Kuper Island, on the same subject. It will be observed from His Lordship's letter that he is prepared to undertake the charge of two industrial institutions, one for boys and the other for girls; that for the girls' school he will supply the building, to be erected on church property, within two years from the date of notification that his proposal is accepted; that he will also provide three teachers, free of charge on the Government for salary. The above to be done on condition that the Government grant $500 towards furnishing the building when completed, and make an allowance at the rate of $2.50 per week for each of the teachers, and for each Indian girl resident and boarding in the school; and $1 per month for each Indian girl who may attend the school as a day scholar. The total cost on the above basis for twenty-five pupils and three teachers would be $7,000 per annum.

With regard to the boys' school, His Lordship proposes to provide, free of all charge on the Government for salary, two clergymen teachers—one of whom shall be continually resident in the school—one lay teacher, and a resident medical man, provided the Government will erect, within two years from the date he is notified that his proposal is accepted, the requisite buildings on Government property, to

include school rooms, dining room, dormitory, chapel and quarters for the officials, and will furnish the building throughout, including supply of drugs, &c. The Government also to pay salaries, at the rate of $75 per month to a farming instructor, and $50 per month to a matron, and to pay at the rate of $2 50 per week for each resident official and each Indian boy resident and boarding at the school, and $1.50 per month for each Indian boy attending as a day scholar. The total cost for twenty-five boys and four officials would be $8,750 per annum, and adding thereto $3,750, namely, for building, $2,500; furniture, $800; farming implements, $250; yoke of oxen, $100; two cows, $100—the whole amount to be estimated for the institution for boys would be $ 2,500, and, as shown above, the amount required for the girls' school will be $7,000.

It is proposed to establish these schools in the Yale district, on the Yale waggon road, about six miles above a place known as Boothroyds.

The Bishop of New Westminster stipulates that he is to be entrusted with the appointment of the officials, and to be allowed to develop the undertaking gradually. With this proviso he proposes: 1st. That a council shall be formed, to be called "The Church of England Indian Schools Council," of which the Bishop of New Westminster shall be *ex-officio* president, and that there shall be four other members—two to be appointed by the bishop and two by the Department—all of whom shall be members of the Church of England. 2nd. That the functions of the council shall be limited to the Church of England Indian schools within the diocese of New Westminster which receive aid from the Dominion Government, and shall include powers of visitation and inspection, and the framing of rules of discipline, the ordering of supplies, and the administration of the Government grant. 3rd. That the Council shall be furnished once a quarter with a report from each school, and shall meet once a quarter for the discussion of the report and for other business.

As respects the industrial school on Vancouver Island, communication was opened up, by direction of the Department, by Mr. Superintendent Powell, with the agent of the New England Company, which has an establishment on Kuper Island, situated off the coast, opposite Cowichan. The agent has had to communicate with his principals in England in regard to the proposition.

Mr. Superintendent Powell estimates that the cost of this institution would be $3,750—namely:—

For Buildings	$2,500
Furniture	800
Farming implements	250
Yoke of oxen	100
Two cows	100
Totel	$3,750

To be provided, once for all, in addition to the above, the following salaries are estimated for:—

Matron	$ 600	
Farming instructor	800	
Servant	300	
Clothing for 20 children	300	
Board, say for 28 persons—25 pupils and 3 officials—at $10 per month, including medicine, &c.	3,360	
		$5,360
The total amount to cover the first expenses of the institution would be		$9,110

Mr. Superintendent Powell states that he considers that Kuper Island, which, with the exception of 100 acres, occupied by the New England Company, is all an Indian reserve, would be a suitable site for an industrial school. The undersigned is of opinion that the proposals of His Lordship the Bishop of New Westminster

are reasonable, and that the cost for the maintenance of these institutions is not excessive, when compared with the cost of maintaining similar institutions in the North-West Territories, which is, exclusive of the salaries of the staff, $135 per pupil. The salaries of the staff amount to $5,155 per annum. The cost of maintenance in the two institutions which the Bishop of New Westminster proposes to establish would be $130 per annum for each pupil and official. The cost of the buildings will not, from Mr. Superintendent Powell's estimate, it is anticipated, be as great as the cost of the industrial school buildings in the North-West Territories. With regard to the fees to be charged for Indian boys attending as day scholars at the industrial school for boys proposed to be established by the Bishop of New Westminster, namely, $1.50 per month, the undersigned is of opinion that $1 per month should be sufficient for each boy attending as a day scholar.

Will the Superintendent-General please instruct the undersigned as to including the necessary amount for these institutions in the Supplementary Estimates for the year 1885-86.

Respectfully submitted.

L. VANKOUGHNET,

Deputy Superintendent-General of Indian Affairs.

Right Hon. Sir JOHN A. MACDONALD, G.C.B.,
Superintendent-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS, OTTAWA, 18th March, 1885.

SIR,—I beg to acknowledge the receipt of your letter of the 11th instant, recommending that a sum be placed in the Supplementary Estimates to assist the Indian industrial schools established in British Columbia by the Bishop of New Westminster, and referring me to a letter of the bishop addressed to Dr. Powell, the Indian Superintendent of British Columbia, which you kindly left with me when you called at the Department recently.

In reply, I have the honor to inform you that the matter will be brought, at an early date, under the consideration of the Superintendent-General of Indian Affairs.

I have, &c.,

L. VANKOUGHNET,

Deputy Superintendent-General Indian Affairs.

J. A. R. HOMER, Esq., M.P., House of Commons, Ottawa.

OTTAWA, 20th March, 1885.

SIR,—I beg most respectfully to draw your attention to some correspondence of a recent date upon the subject of educating the Indians in British Columbia, and the establishment of schools in furtherance of that object; and to solicit an assurance, if possible, that some steps will be taken in that direction during the present Session.

I have the honor to be, Sir, your most obedient servant,

EDGAR CROW BAKER, M.P.

Right Hon. the Superintendent-General of Indian Affairs.

DEPARTMENT OF INDIAN AFFAIRS, OTTAWA, 23rd March, 1885.

MEMORANDUM.—With reference to the letter of the 20th instant, from Mr. Edgar Crow Baker, M.P., referring to correspondence of recent date on the subject of educating the Indians of British Columbia, the undersigned begs to refer the Superintendent-General to his memorandum of the 18th instant, on No. 1 file, No. 14676, which is now before him.

L. VANKOUGHNET,

Deputy Superintendent-General of Indian Affairs.

Right Hon. Sir JOHN A. MACDONALD, G.C.B.,
Superintendent-General of Indian Affairs.

INDIAN OFFICE, VICTORIA, 7th April, 1885.

SIR,—Referring to my letter of the 3rd ultimo, on the subject of industrial schools, and to the suggestion therein in respect to the desirability of allowing the New England Company of London, who own 100 acres of land on Kuper Island, adjoining the reserve, to undertake charge of the school proposed to be established there, I understand, from a note written me by the agent here, the Rev. R. J. Roberts, that the company cannot at present undertake the cost of carrying out the project.

I am, Sir, your obedient servant,

J. W. POWELL, *Superintendent Indian Affairs.*

Right Hon. the Superintendent-General of Indian Affairs, &c., &c.

OTTAWA, 17th April, 1885.

SIR,—I have the honor to draw your attention to a letter recently addressed to the Department by the Lord Bishop of New Westminster, in the Province of British Columbia, through your agent in that Province, upon the subject of establishment of Indian schools (copy of his scheme herewith enclosed), and to ask that the same may receive the early consideration of the Department.

I should be glad to know if it is the intention to place a liberal sum in the "Estimates Supplementary" in furtherance of plan submitted, more especially for the erection of "sufficiently capacious buildings"

I have the honor to be, Sir, your obedient servant,

EDGAR CROW BAKER, M.P.

Right Hon. the Superintendent-General of Indian Affairs, Ottawa.

OTTAWA, 22nd April, 1885.

MEMORANDUM.—Please see my report of the 18th ultimo, relative to the proposed establishment of industrial schools in British Columbia. This is on No. 2 of this file now before you.

L. VANKOUGHNET,

Deputy Superintendent-General of Indian Affairs.

Right Hon. Sir JOHN A. MACDONALD, G.C.B.

Bring this matter before me after the Session.—J. A. MD.

RETURN

(161)

To an ADDRESS of the HOUSE OF COMMONS, dated 23rd March, 1885;—

For all correspondence, papers and documents which have passed between the Imperial Government and the Dominion Government, or the Dominion Government and the Government of British Columbia, relative to the public Reserves of British Columbia and to the claim of the Crown to the land between high and low water mark, and generally all information as to "foreshore" rights of the Dominion.

By Command.

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
Ottawa, 14th July, 1885.

RETURN OF GOVERNMENT RESERVES FROM OFFICIAL MAPS.

Location.	Purpose.	Acreage.	Established.	Withdrawn.	Remarks.
Sooke, section 16	These reserves are available for Indian settlements, schools, parks, or other public purposes.	110	No data for date of reservation.		
Esquimalt, section 98		340			
Metchosin, section 20		100			
Lake, section 42		90			
do 74*a*. (part in Victoria).		330		.....	Suitable for a public park.
South Saanich, R. 1, W., Secs. 7, 8, 9.		484			
South Saanich, R. 2, W., Secs. 7, 8, 9.					
South Saanich, R. 4, E., Secs. 6, 7, 8.		300		.....	Adjoining the Indian reserves.
North Saanich, R. 1, W., Secs. 4, 5.		320		.....	There are Indians on the Saanich reserves.
North Saanich, R. 2, W., Secs. 4, 5.					
North Saanich, R. 1, W., Sec. 15		73			
Shawnigan, R. 5, Secs. 18, 19		146			
do R. 9, pt. of Secs. 3, 4					
Cowichan, R. 7, Secs. 9, 10, 11, 13		500			
Comiaken, R. 5, Secs. 7, 8		214			
do R. 6, Sec. 8					
Somenos, R. 3, Secs. 9, 10		200			
Cedar, R. 4, Sec. 19		100			
Cranberry, R. 7, 8, Secs. 5, 6, 7		600			
Mountain, R. 8, Sec. 2; R. 5, 6, Secs. 13, 14, 15.		700			
Comox, Sec. 4		166			
New Westminster, opposite R. E. Camp.		100		.....	Indian village.
Poplar Island, Fraser River		43			
Small Island, North Arm		16·8			
Reserve (lot 32 adjoining to New Westminster).		76			
Reserve adjoining lot 34, New Westminster.		522			

RETURN of Government Reserves, &c.—*Continued.*

Location.	Purpose.	Acreage.	Established.	Withdrawn.	Remarks.
Entrance to Sooke Harbor	Military	15			Commands the entrance to Sooke Harbor.
Bentinck Island	do	50			
William's Head, Pedder Bay	do	11			Suitable for a battery.
Albert Head	do	93			Commanding Royal Roads.
Fisguard Island	do	2			Entrance to Esquimalt Harbor.
Esquimalt naval station	Naval	7			Occupied by Imperial Government.
Naval hospital grounds	do	8			do do
Brother's Islands and other small islands.	Military	5			These islands are of little agricultural value, but might at any time become of great defensive importance.
Trial Island	do	35			
Chain Island	do	4			
Chatham Island	Naval or military.	170			
N. part of Discovery Island	do	95			
Darcy and adjoining islands	Naval or military.	200	No data for date of reservation.		
N.W. of Sallas Island	do	50			
S. of English Bay, Burrard Inlet	Naval	788			Commanding entrance to Burrard Inlet.
N. of 1st Narrows do	Military	354			
S. do do	do	950			
N. of entrance to Port Moody	do	190			Commanding entrance to Port Moody.
S. do do	do	127			
Mouth of N. Arm, Fraser River	do	120			Commanding entrance to N. Arm.
S.W. of Sea Island	do	250			
S. of mouth of N. Arm	do	75			
		9,129·8			

FROM ADMIRALTY CHARTS (MARKED PERMANENT).

Oyster Bay, V.I., near Stewart's Channel.		1,100	No data for date of reservation.		East coast of Vancouver Island.
N. of Departure Bay		2,540			
Nanoose Harbor		3,470			
Qualicum Bay and River		950			
Baynes Sound		1,280			
White Bluff, near Comox		384			
Oyster Bay		2,250			Mouth of Discovery Passage.
Menzies Bay		2,856			Seymour Narrows.
Granite Point		424			In Discovery Passage.
Campbell River		1,926			
Cape Mudge, Discovery Passage		2,550			Vaculta Village.
Chatham Point		832			
W. Nodales Canal		480			
W. part of Thurlow Island		3,440			Johnson Straits.
Salmon Bay and River		1,144			
Hardewick Island		2,740			
York Island		120			
Adam's River		1,600			
Beaver Cove		1,950			
Cormorant Island, W. part of		280			
Waddington Island		120			Broughton's Straits.
Port McNeil		1,292			
Beaver Harbor, E. of Fort Rupert		1,512			
do W. do		6,750			
Part of Flous Island		2,618			Clayoquot Sound.
Vargus Island		7,124			
Cape Beale		1,100			Barclay Sound, site for lighthouse.
Village Passage		350			
Deana Island		450			

RETURN of Government Reserves, &c.—*Continued.*

Location.	Purpose.	Acreage.	Established.	Withdrawn.	Remarks.
E. of Cowichan Lake		800			Head of Alberni Inlet.
W. do		320			
Near Stamp Harbor		340			Chesath Village, Lomas River.
Near Alberni Settlement		230			
Lomas River		380			Above head of Alberni Inlet.
Opochesath		280			
Great Central Lake		600			
Village, Quoin Shelter, Double and adjoining small Islands.		760			Barclay Sound.
Near Ship Channel		370			On the coast south of Barclay Sound.
Prett Nook		1,050			
King Island		300			
Helby Island		200			
Near Natinat Lake		2,356			
Bartlett Island		200			Clayoquot Sound.
Blunden do		350			
Wakeenuenis Island		360			
Echichits Island		60			
Peninsula opposite Templar's Channel.		4,000			
Race Rocks	Lighthouse.	1			Straits of Georgia.
S. of Saturna Island		1,200			
S. part of Pender Island		340			
Baltinac Island		250			
N. of Denman's Island, including Cape Lago.		1,680			
S. of Denman's Island		250			
Point Greg, New Westminster		434			North of entrance to Burrard Inlet.
Atkinson Point		300			
Passage Island		30			
E. part of Hornby Island		180			
Lumbo Island		320			
S.E. of Bowen Island		500			
		72,063			

N.B.—These reserves made by the marking their position on the charts hung in Public Office, but not necessarily gazetted. (Information from B. W. Pearse, Esq.) The above quantities are approximate only, being calculated from the Admiralty charts.

FROM GOVERNMENT GAZETTE.

Location.	Purpose.	Acreage	Established.	Withdrawn.	Remarks.
Right bank of Naas River		4,000	Sept. 1, 1869.	Until further notice.	At junction with Observation Inlet, 1 mile by 6 miles.
S. & W. of James Bay, Crown lands.			Feb. 9, 1871.	do	Since conveyed to Cemetery Board.
Chilcotin Valley			Aug. 30, 1872.	do	No data to calculate quantity.
Upper Kootenay Lake		5,200	Mar. 26, 1868.	July 1, 1869.	3 miles S. end of lake, extending 4 miles N. 8 square miles.
Kanaka, Fraser River		640	April 4, 1867.	6 months from date.	1 mile square.
Savona's Ferry		320	Nov. 10, 1865.	Until further notice.	½ mile on each side of Ashcroft Road.
Lower Arrow Lake		2,560	June 8, 1865.	do	1 mile on each side of Columbia River, 1 mile of trail.

Return of Government Reserves, &c.—*Continued.*

Location.	Purpose.	Acreage	Established.	Withdrawn.	Remarks.
Kitsumchilum, near Skeena River, Queen Charlotte's Island.	.....	.....	Dec. 29, 1863.	do	2 miles back from shore, entire circuit of lake.
N.W. part of Queen Charlotte's Island, including Frederick Island.	.....	.....	do	do	
Wales, and two small islands on N. coast.	.....	6,400	do	do	
Bute Inlet, near Homathco River.	Town site.	2,880	Dec. 2, 1863.	do	3 miles by 1½ miles, Waddington.
The whole of Queen Charlotte's Island, including small islands.	.....	.....	Sept. 5, 1863.	Not known....	Reservation removed, being temporary.
Coquitlam River	.....	110	Feb. 2, 1864.	Until further notice.	Between Indian Reserve and lot 169, G. I.
Showater, opposite Fort Rupert.	.....	1,920	May 16, 1864.	do	3 miles from mouth of river, 3 miles by 1 mile.
N. of Great O'Kanagan Lake.	.....	6,400	June 9, 1864.	do	10 square miles.
Metlahkahtla	.....	32,000	Sept. 30, 1864.	do	10 miles by 5 miles, around Mission Point.
Mouth of Soda Creek	.....	960	Feb. 26, 1863.	do	1½ miles below and 1 mile above mouth, 1 mile back.
Quesnel Lake (1).....	.....	1,120	do	do	Extending 2 miles towards Fork, by 1 mile.
do 15 or 20 miles from 1 (2).	.....	2,000	do	do	S.W. of lake.
do Horse Fly Creek (3).	.....	2,240	do	do	Near 2 miles square.
Mouth of Lightning Creek.	.....	160	June 2, 1863.	do	1 mile by ½ mile.
Suspension Bridge, above Yale.	.....	5	June 13, 1863.	do	Bridge approaches.
Burnaby, George and Sockalle Islands, Queen Charlotte's Island.	.....	.....	Jan. 22, 1863.	do	Reserve extends 1 mile inland, round eastern coast.
Near old Fort Alexander, Fraser River.	.....	480	Mar. 13, 1863.	do	1½ miles by ½ mile.
Williams' Lake Mountain..	.....	12,800	Aug. 12, 1863.	do	20 square miles.
W. & E. of Knight's Inlet..	.....	8,320	Aug. 24, 1863.	do	E. side 4,480, W. 3 miles by 2 miles, 3,840.
Head of Douglas Channel.	.....	.....	do	do	1 mile N. E., 2 miles from head of bay, S. to Salmon River.
Bentinck Arm, Bella Coola.	.....	.....	Sept. 3, 1863.	.....	Formerly occupied by Capt. C. Venables.
Pemberton Lake.....	.....	2,560	Jan. 2, 1863.	do	4 miles along shore, 1 mile back.
Mission Point, Metlahkahtla.	.....	.....	July 24, 1863.	do	A radius of 3 miles from Mission Point.
Devastation Island.....	.....	20	do	do	Extending to summit of Champion Range.
Chatham Island.....	.....	.....	do	do	Extending to 30th Sept., 1874.
Tugwell Island.....	.....	320	do	do	
Right bank of Columbia River.	.....	640	Feb. 27, 1872.	do	For the use of the Canadian Pacific Railway Co.'s survey.
E. end of Eagle Pass	.....	640	do	do	
Comiaken, ½ Sec. 8 & 9.....	School reserve.	100	July 8, 1872.	Unlimited	
Victoria, Sec. 89.....	do	4	.....	.....	
S. of Burrard Inlet	Town site.	3,130	.....	.....	Town site of Hastings.
Quesnelmouth.....	do	352	June 18, 1868.	Until further notice.	1 mile along Fraser River, thence E. to Quesnel.
Head of Howe Sound..... .	do	9,600	June 5, 1872	do	Around Squawmisch River.

Return of Government Reserves, &c.—*Continued.*

Location.	Purpose.	Acreage	Established.	Withdrawn.	Remarks.
Cut-off Valley, 47-mile post	do	80	Sept. 18, 1862.	do	½ mile along road and across the valley, Clinton.
Junction of N. & S. Arms, Fraser River.	do or town lots.	600	.....	.....	
Town site of Granville....	Town site.	504			
N.E. corner of Shushwap Lake.	do ...	600	Aug. 25, 1865.	Until further notice.	Town site of Seymour, 2 miles by ½ mile.
		109,665			

MEMORANDUM.—This total can only be considered as an approximation, the reserves not being surveyed, and the quantities being calculated from charts of small scales, or estimated from particulars of description in the *Gazette* notices.

Kokudar Island	Coal.....	5,120	Aug. 1, 1868.	Until further notice.	One of Queen Charlotte group.
Adjoining Queen Charlotte Coal Co.	do	20,000	April 9, 1868.	Dec. 31, 1868.	E. and N. of coal company's lease.
Bayne's Sound (1).....	do	6,000	May 12, 1868.	Mar. 1, 1869.	
S. & W. shore of Bayne's Sound (2).	do	6,400	do 24, 1869.	April 19, 1870.	Formerly held by Heywood, Fell & Co.
Bayne's Sound (3).....	do	.....	Sept. 25, 1869.	Until further notice.	12 S.E. of Comox.
Bayne's Sound (4).....	do	6,000	May 1, 1868.	Nov. 1, 1868	Commencing at Maple Point.
Near Nanoose Harbor.....	do	5,000	Nov. 10, 1868.	Until further notice.	
N.W. shore of Broughton Straits.	do	10,000	April 6, 1869.	May 1, 1870.	From Pt. McNeil, 8 miles towards Falsehead.
Part of Morseby Island, between Mudge and Mitchell Harbor.	do	.....	July 15, 1869.	2 years from date.	Queen Charlotte group.
S. shore of Skidegate Bay	do	20,000	do 7, 1868.	Until further notice.	
Between Oyster Harbor and Horseshoe Bay.	Timber	13,600	Aug. 1, 1868.	do ...	Stewart's Channel.
Oyster Bay	do ...	5,000	Sept. 6, 1868.	do ...	
S.W. of Gambia Island, Howe Sound.	do ...	500	April 6, 1869.	do ...	
E. shore of Queen Charlotte's Channel.	Copper	5,120	May 18, 1868.	do ...	

MEMORANDUM.—These reserves are temporary, being practically ended when the leases are given.

ABSTRACT.

From Official Maps.....	9,129·8
From Admiralty Charts	72,063·0
From Government *Gazette*.....	109,665·0
	190,857·8

Return of Government Reserves, &c.—*Continued.*

Location.	Purpose.	Acreage.	Remarks.
Entrance to Sooke Harbor	Military	15	Commands the entrance to Sooke Harbor.
Bentinck Island	do	50	
William's Head, Pedder Bay	do	11	Suitable for a battery.
Albert Head	do	93	Commanding Royal Roads.
Fisguard Island	do	1	Entrance to Esquimalt Harbor.
Esquimalt naval station	Naval	7	Occupied by Imperial Government.
Naval hospital grounds	do	8	do do do
Brothers' Islands, and other small islands.	Military	5	
Trial Island	do	35	
Chain Island	do	4	These islands are of little agricultural value, but might at any time become of great defensive importance.
Chatham Island	Naval or Military.	170	
N. part of Discovery Island	do	95	
Darcy and adjoining islands	do	200	
N.W. of Sallas Islands	do	50	
S. of English Bay, Burrard Inlet	Naval	788	Commanding entrance to Burrard Inlet.
N. of 1st Narrows	Military	354	do do do
S. do do	do	950	
N. of entrance to Port Moody	do	190	Commanding entrance to Port Moody.
S. do do	do	127	
Mouth of N. Arm, Fraser River	do	120	Commanding entrance to N. Arm.
S.W. of Sea Island	do	250	
S. of mouth of N. Arm	do	75	

FROM ADMIRALTY CHARTS (MARKED PERMANENT).

Oyster Harbor, V. I., near Stuart's Island		1,100	
N. of Departure Bay		2,540	
Nanoose Harbor		3,470	East coast of Vancouver Island.
Qualicum Bay and River		950	
Baynes Sound		1,280	
White Bluff, near Comox		384	
Oyster Bay		2,250	Mouth of Discovery Passage.
Menzies Bay		2,856	Seymour Narrows.
Granite Point		424	In Discovery Passage.
Campbell River		1,926	
Cape Mudge, Discovery Passage		2,550	Yaculta Village.
Chatham Point		832	
W. Nodales Canal		480	
W. part of Thurlow Island		3,440	
Salmon Bay and River		1,144	Johnson Straits.
Hardewick Island		2,740	
York Island		120	
Adams River		1,600	
Beaver Cove		1,950	
Cormorant Island, W. part of		280	
Waddington Island		120	Broughton's Straits.
Port McNeil		1,292	
Beaver Harbor, E. of Fort Rupert		1,512	
do W. do		6,750	

Return of Government Reserves, &c.—*Continued.*

Location.	Purpose.	Acreage.	Remarks.
Part of Flous Island		2,618	Clayoquot Sound.
Vargus Island		7,124	
Cape Beale		1,100	
Village Passage		350	Barclay Sound, site for lighthouse.
Deana Island		450	
E. of Cowichan Lake		800	Head of Alberni Inlet.
W. of do		320	
New Stamp Harbor		340	Chesath Village, Lomas River.
Near Alberni Settlement		230	
Lomas River		380	Above head of Alberni Inlet.
Apochesath		280	
Great Central Lake		600	
Village, Quoin, Shelter, Double and adjoining small Islands.		750	Barclay Sound.
Near Ship Channel		370	On the coast south of Barclay Sound.
Prett Nook		1,050	
King Island		300	
Helby Island		200	
Near Matinat Lake		2,356	
Bartlett Island		200	Clayoquot Sound.
Blunden Island		350	
Wakeennents Island		360	
Echichits Island		60	
Peninsula opposite Templar's Channel		4,000	
Race Rocks	Lighthouse.	1	
S. of Saturna Island		1,200	Straits of Georgia.
S. part of Pendar Island		340	
Baltinac Island		250	
N. of Denman's Island, including Cape Lago.		1,680	
S. of Denman's Island		250	
Point Greg, New Westminster		434	North of entrance to Burrard Inlet.
Atkinson Point		300	
Passage Island		30	
E. part of Hornby Island		180	
Lumbo Island		320	
S.E. of Bowen Island		500	do do

N.B.—These reserves made by the marking their positions on the charts hung in Public Office, but not necessarily gazetted. (Information from B W. Pearse, Esq.) The above quantities are approximate only, being calculated from the Admiralty charts.

OTTAWA, 9th April, 1885.

SIR,—In further reference to my letter of the 30th ult., with respect to the granting of Crown patents to pre-emptions of certain lands within the railway belt on Vancouver Island, described in the schedule to Mr. Trutch's letter of the 8th January, I am informed by Mr. D. W. Gordon, M.P., that it is within his own knowledge that the lands of some of the persons mentioned in the said schedule have not yet been surveyed. The question now arises as to the manner in which surveys in such cases are to be made under the Settlement Act, whether by the Local Government, the railway company or the Government of Canada. Mr. Gordon contends, and looking at the question as a layman, I am disposed to agree with him, that the duty of issuing the patent to the pre-emptors involves also the duty of making the survey, because, as a matter of fact, without the survey the tract or parcel of land affected by the patent has no legal existence. If, upon the reference made to you on the 30th March, you decide that it is in the power of the Minister of the Interior to issue patents to these pre-emptors, will you be good enough to say whether it is his duty (or whether, if not his duty, it is within his power) to cause unsurveyed lands

occupied by these pre-emptors to be surveyed, and pay for the survey out of the moneys deposited to the credit of the Receiver-General on account of the pre-emptions.

I have, &c.
A. M. BURGESS, *Deputy Minister of the Interior.*

G. W. BURBIDGE, Esq., Deputy Minister of Justice.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th March, 1885.

SIR,—I have the honor to enclose herewith copy of letter, dated 8th January, 1885, from the Hon. J. W. Trutch, agent of the Dominion Government at Victoria, B.C., addressed to the Minister of Railways and Canals, and of a letter dated 7th January, 1885, from the Hon. William Smith, Chief Commissioner of lands and works of that Province, asking that Crown grants or patents may be issued in favor of pre-emptors of certain lands within the railway belt on Vancouver Island, described in the schedule to Mr. Trutch's letter of 8th January. Be good enough to advise me whether, under the Settlement Act of 1884, there is any legal objection to complying with the request.

I have, &c.,
A. M. BURGESS, *Deputy Minister of the Interior.*

G. W. BURBIDGE, Esq., Deputy Minister of Justice.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th March, 1885.

SIR,—I have the honor to inform you that your letter of the 29th December last, addressed to the Hon. the Minister of Railways and Canals, enclosing copy of a letter received by you from the Hon. Mr. Smith, respecting certain lands on Vancouver Island situated within the railway belt, has been transferred to this Department. The subject of your communication has received the consideration of the Minister of the Interior, and the opinion of the Minister of Justice has also been obtained, a copy of which I have the honor herewith to enclose, and I am to request that you will communicate with the provincial authorities, informing them that there appears to be no reason why their desire to have made available for lumbering, pastural and other purposes, the land within the railway belt and Vancouver Island, in the manner proposed by the Hon. Mr. Smith, should not be complied with. I am therefore to request that you will be good enough to place yourself immediately in communication with the Esquimalt and Nanaimo Railway Company, and report, for the information of the Minister, the conditions upon which you think it would be in the public interest the lands in question should be dealt with by them.

I have, &c.,
A. M. BURGESS, *Deputy Minister of the Interior.*

Hon. J. W. TRUTCH, C.M.G., Agent Government of Canada,
Victoria, B.C.

DEPARTMENT OF JUSTICE.

From Department of Railways and Canals.

Address: Ottawa.

Date: 19th March, 1885.

SUBJECT:

Transmits fyles of Department *re* application of Esquimalt and Nanaimo Railway for permission to reserve certain lands for town sites along the line of the proposed railway.

ACTION:

March 21st.—Transferred to Department of the Interior, having been entered in Department of Justice by mistake.

GEO. W. BURBIDGE, *Deputy Minister of Justice.*

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 19th March, 1885.

SIR,—On the 11th June last the Chief Commissioner of Lands and Works in British Columbia forwarded to this Department an application made by the Esquimalt and Nanaimo Railway Company for permission to reserve for town sites certain portions of the lands alongside of the proposed line of their railway. The Provincial Government, at the same time, conveyed their approval of the proposed reservation.

Upon reference of the matter to the Department of Justice, that Department advised, under date the 21st of July, that no right lay with the Government of Canada to consent to the reservation for the purpose indicated. Under date the 14th inst., however, this opinion has been revised, and the Hon. the Minister of Justice considers that under the 10th section of the Act of the Legislature of British Columbia, 1884, chap. 14, relating to the Island Railway, and the railway lands of the Province, an arrangement may be made with the company for the use, occupation or sale of the lands, not inconsistent with the terms of the agreement made with the company and the Provincial Government in respect of timber lands, lands containing coal and other minerals, and agricultural lands. All moneys received on account of the lands so to be disposed of should, the Minister of Justice considers, be deposited with the Receiver-General. The whole matter is one which more properly concerns your Department, and I am accordingly directed to transfer to you the several papers relating thereto, the foregoing explanation serving to summarize the case, for your information.

I have, &c.,
A. P. BRADLEY, *Secretary.*

A. M. BURGESS, Esq., Deputy Minister of Interior, Ottawa.

OTTAWA, 14th February, 1885.

SIR,—With further reference to your letter of the 27th June, 1884, and my answer of 21st July with respect to reserving certain portions of the lands along the proposed line of the Esquimalt and Nanaimo Railway, in Vancouver Island, for town sites, I have the honor to state that my attention has been called by the Hon. Mr. Trutch to the 10th section of the Act of the Legislature of British Columbia, 1884, chap. 14, relating to the Island Railway, the graving dock and railway lands of the Province, which is in the following terms:—

The company may accept and receive from the Government of Canada any lease, grant or conveyance of lands, by way of subsidy or otherwise, in aid of the construction of the said railway, and may enter into any contract with the said Government for or respecting the use, occupation, mortgage or sale of the said lands or any part thereof, on such conditions as may be agreed upon between the Government and the company.

The Minister of Justice is of opinion that under this section an arrangement may be made with the company for the use, occupation or sale of the lands, not inconsistent with the terms of the agreements with British Columbia and with the railway company. These agreements appear to make provision with respect to timber lands, lands containing coal and other minerals, and agricultural lands, the latter of which it is provided shall be kept open for four years from the passing of the Act to actual settlers.

Any arrangement that is made should have the assent both of the British Columbia Government and of the company, and although the Act makes no provision in that behalf, any moneys received on account of these lands should, the Minister thinks, be paid into the Receiver-General. If any arrangement is made, care will have to be exercised in respect to the details thereof, in order to avoid any conflict between the different parties administering the lands.

Your obedient servant,
GEO. W. BURBIDGE, *Deputy Minister of Justice.*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals.

OTTAWA, 21st July, 1884.

SIR,—I am in receipt of your communication of the 27th ultimo, stating that the Esquimalt and Nanaimo Railway Company have made application for permission to reserve certain portions of lands along the proposed line of their railway in Vancouver Island for town sites; also for permission to sell their lands so reserved for town sites, in lots, at a price to be fixed by the company, as also the Newcastle reserve, near Nanaimo, and that their application had the approval of the Local Government of British Columbia, and asking for an opinion as to whether or not the application is one which the Dominion Government can grant.

By reference to 47th Vic., chap. 6, and the schedule thereto, you will observe that it has been agreed with the company that the land in question, so far as it is vested in Her Majesty, shall be conveyed to the company upon the completion of the whole work to the entire satisfaction of the Governor in Council, subject, nevertheless, to the several clauses, provisions and stipulations referring to or affecting the same, respectively in the Act of the Legislature of the Province of British Columbia referred to in the preamble of the Act 47th Vic., chap. 6.

By reference to the 7th section of the Act 47th Vic., chap. 6, sub-section 1, you will further observe that it provided that the said lands, except as to coal and other minerals, and except as to timber lands thereinafter mentioned, shall be open for four years from the 19th day of December, 1883, to actual settlers for agricultural purposes, at the rate of $1 an acre, to the extent of one hundred and sixty acres to each such actual settler; that grants thereof shall be made under the Great Seal, and in such grants the right of cutting timber for railway purposes and rights of way for railway stations and workshops are to be reserved; that until the railway is completed the Government of British Columbia, as agent for the Dominion of Canada is to administer these lands for the purposes of settlement, and that on the completion of the whole work the lands are to be conveyed to the company, in accordance with the agreement before mentioned. Similar provisions are contained in the agreement between the Government of Canada and the Government of British Columbia, set out in the preamble to the Act 47th Vic., chap. 6.

I find nothing in either agreement or in the Act which authorizes the Government of Canada to consent to any of the lands being reserved for town sites, and without such authority I am of opinion that the Government of Canada have no right to give such consent.

GEORGE W. BURBIDGE.

In re application of the Esquimault and Nanaimo Railway Company for permission to reserve certain lands for town sites along the proposed line of their railway,—

By section 7 of the Act of the Parliament of Canada, 47 Vict., chap. 6, sanctioned 19th April, 1884, which relates to the conveyance of land granted to the Esquimalt and Nanaimo Railway Company, it is enacted that "the lands to be so conveyed shall, except as to coal and other minerals, and also except as to timber lands, be open, for four years from the 19th of December, 1883, to actual settlers for agricultural purposes, at the rate of $1 per acre, to the extent of 160 acres to each such actual settler; grants thereof shall be made under the Great Seal, and in any such grants the right to cut timber for railway purposes and right of way for the railway and station and workshops shall be reserved. The Government of British Columbia to be the agent of the Government of Canada for administering, for the purposes of settlement, the said lands, until completion of the railway; the Government of British Columbia to issue pre-emption records to actual settlers, to pay, as reserved, all moneys received in respect of such administration into the Bank of British Columbia, to the credit of the Receiver General of Canada, and such moneys, less expenses incurred, if any, shall, upon completion of the railway, be paid over to the company. Every *bonâ fide* squatter who has continually occupied and improved any land for one year prior to 1st January, 1883, shall be entitled to a grant of the freehold of the surface rights of the said squatted land, to the extent of 160 acres, at the rate of $1 per acre." Lands

containing belts of timber fit for milling purposes shall be sold at a price to be hereafter fixed by the Government of the Dominion, or by the said company, the existing rights, if any, of any persons or corporations in any said lands not to be affected by this Act.

By their letter (in No. 34215) of 3rd June, 1884, the company request permission to reserve certain portions of the lands along the proposed line of railway for town sites; also for permission to sell the lands so reserved for town sites, in lots, at a price to be fixed by the company; as also the Newcastle reserve, near Nanaimo (not being an Indian reserve or settlement, nor a military or naval reserve). The grants for lands sold, as aforesaid, to be issued by the Provincial Government in the usual way, and the money received therefor to be applied in the manner provided by section (*f*) of the agreement ratified by "An Act relating to the Island Railway, the Graving Dock and Railway Lands, &c., of the Province."—(B.C. Act, 1884.)

By the letter of 11th June, 1884, of the Chief Commissioner of Lands and Works of British Columbia (in No. 34215), it is stated that the Government of British Columbia "approve of the proposition and consider it to be in the interest of settlement that the proposed arrangement be made."

The lands in question, however, form part of the lands vested in the Dominion Government by Act of the Legislature of British Columbia, and therefore the assent of the Governor in Council will be required; but it appears to me that before such assent is asked for a letter might be sent to the Chief Commissioner of Lands and Works, British Columbia, requesting him to obtain from the company a general map or plan showing the location of the proposed town sites, the total area of each town site, the dimensions of lots, streets, the rivers, streams, &c., the line or lines of railway passing through or near the same, with a statement whether any portions have been and are already occupied by squatters, or sold, or reserved for public purposes, or if covered with timber, or if coal mines or other mines are likely to be found therein or thereon, and generally all such information as may satisfy the Government of Canada as well as the Government of British Columbia that the assent of the Governor in Council can be safely given to the proposed arrangement.

Respectfully submitted.

H. A. FESSIAULT.

Ottawa, 27th June, 1884.

Victoria, B.C., 11th June, 1884.

Sir,—The enclosed letter, addressed to you, was submitted for the consideration of the Provincial Government, and in regard thereto I have the honor to inform you that the Government here approve of the proposition, and consider it to be in the interest of settlement that the proposed arrangement be made.

I have the honor to be, Sir, your obedient servant,

WM. SMITHE, *Chief Commissioner Lands and Works.*

Hon. Minister Railways and Canals, &c., Ottawa.

Office of the Esquimault and Nanaimo Railway Company,
Victoria, B.C., 3rd June, 1884.

Sir,—I am directed, on behalf of the Esquimault and Nanaimo Railway Company, to write you and request permission for the company to reserve certain portions of the lands along the proposed line of railway for town sites.

Also for permission to sell the land so reserved for town sites in lots, at a price to be fixed by the company, as also the Newcastle reserve near Nanaimo (not being an Indian reserve or settlement, nor a military or naval reserve).

The grants of lands sold as aforesaid to be issued by the Provincial Government in the usual way, and the money received therefor to be applied in the manner provided by section (*f*) of the agreement ratified by "An Act relating to the Island Railway, the Graving Dock, and Railway Lands of the Province," 1884.

I have the honor to request that you will place this matter before the Dominion Government at your earliest convenience, with a view to having the necessary authority granted and arrangements made.

I have the honor to be, Sir, your obedient servant,

CHAS. E. POOLEY, *Secretary pro tem.*

Esquimault and Nanaimo Railway Company.

Hon. the Minister Railways and Canals, &c., &c., &c.

OTTAWA, 21st January, 1885.

SIR,—I have the honor, by direction, to transfer to your Department, as concerned in the matter, two communications, dated the 29th ultimo and 8th instant respectively, received from the Hon. J. Trutch, agent for Canada in British Columbia, covering copies of letters addressed to him by the Hon. Wm. Smithe, Chief Commissioner of Lands and Works, in which it is asked that Crown grants or patents may be issued in favor of pre-emption of certain lands within the railway belt on Vancouver Island specially described.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

A. M. BURGESS, Deputy Minister of Interior.

VICTORIA, B.C., 8th January, 1885.

SIR,—With reference to my letter of the 27th November last, transmitting, for your consideration, a copy of a letter to me from the Hon. Mr. Smithe, Chief Commissioner of Lands and Works, requesting that the Dominion Government will issue Crown grants or patents in favor of pre-emptors of certain lands situated within the railway belt on Vancouver Island, and which are specially described in that letter, I have the honor to enclose herewith a copy of a letter received by me to-day from Mr. Smithe, and of the schedule therewith enclosed, of further pre-empted lands within the railway belt on Vancouver Island, for which he requests that patents may be issued by the Dominion Government.

I have the honor to be, Sir, your obedient servant,

JOSEPH W. TRUTCH.

Hon. the Minister of Railways and Canals, Ottawa, Can.

Schedule within referred to.

John McDonald, Cedar District:—	
East part of Section 5, Range 4	60 acres
West half of Section 4, Range 5	50 do
West half of Section 5, Range 5	50 do
	160 acres
George Bartlett, Cowichan District:—	
South part of Section 5, Range 3	60 acres
The whole of Section 4, Range 3	100 do
	160 acres
John James Jonckan, Alberni District:—	
Section 9	160 acres

LANDS AND WORKS DEPARTMENT, VICTORIA, B.C., 7th January, 1885.

SIR,—I have the honor to request that the Dominion Government will issue and forward to me, for transmission, Crown grants or patents in favor of those pre-emptors

of lands situated within the railway belt on Vancouver Island, whose claims are described in the schedule enclosed herewith.

Each of these persons has deposited in this office his original pre-emption record certificate of purchase receipt in full payment for the land, the right to which was acquired under the provisions of "An Act relating to the Island Railway, the Graving Dock and Railway Lands of the Province."

I have the honor, &c.,

WM. SMITHE, *Chief Commissioner of Lands and Works.*

Hon. JOSEPH W. TRUTCH, C.M.G.,
Agent of Canada for British Columbia, Victoria, B.C.

VICTORIA, B.C., 29th December, 1884.

SIR,—I have the honor to submit, for your consideration, the enclosed copy of a letter recently received by me from the Hon. Mr. Smith, representing that it is urgently desirable that lands within the railway belt on Vancouver Island, valuable for lumbering, pastoral and other purposes, should be at once made available for settlement, and pointing out that, under the provisions of the so-called "Settlement Act," the fullest powers are given to the Dominion Government to deal with these lands, and that it is, in his opinion, urgently required, in the interests of the section of the country through which the Esquimalt and Nanaimo Railway passes, that the authority so conferred should be exercised.

As I shall shortly be in Ottawa, I shall be glad if you will then afford me an opportunity of communicating to you personally my views on the subject matter of Mr. Smith's letter, in accordance with his request.

I have the honor to be, Sir, your obedient servant,

JOSEPH W. TRUTCH.

Hon. the Minister of Railways and Canals, Ottawa.

VICTORIA, B.C., 22nd December, 1884.

SIR,—It is a matter of importance that the settlement of the east coast of Vancouver Island should proceed as rapidly as possible during the construction of the Esquimalt and Nanaimo Railway, and with a view to that object, provision was made in the Esquimalt and Nanaimo Railway Bill for the acquisition of land by pre-emption, and it is a satisfactory circumstance that under the pre-emption clause a great many settlers of the agricultural class have located upon the railway lands.

It was not intended, however, to restrict settlement on these lands to the one class, and it is well known that there are large areas of land within the belt valuable for lumbering and pastoral purposes, to which the pre-emption clause of the Act is quite inapplicable; in fact, timber lands are specially excepted from the operation of the clause. Section 25 of the Act provides for the selling of timber lands at a price to be fixed by the Dominion Government or by the railway company, which clearly indicates that the locking up of timber belts was not contemplated by the framers of the Bill.

Section 10 provides for the use, occupation, mortgage or sale of the said lands, or any part thereof, on such conditions as may be agreed upon between the Government and the company.

This seems to give the fullest power to deal with the land in any way which the Dominion Government may consider to be desirable in the interests of the section of country through which the railway passes, and I think it is urgently required that the authority so conferred should be exercised.

The Minister of Railways and Canals, with whom I have communicated upon the subject, is of opinion that the Government at Ottawa can do nothing beyond what they have already commissioned me, as their agent, to do, but I think the Minister is under a misapprehension, resulting, probably, from a perusal of the Dominion Act alone, which does not, in direct terms, deal with the question.

The Dominion Government could not by parliamentary enactment take the power to deal with the land within the Vancouver Island railway reserve. The land belonged to the Province, and was given by the Legislature to the Dominion Government in trust for specified purposes and upon specified conditions. It remains, therefore, only for the Dominion Government, upon accepting the trust, to carry out the conditions thereof.

It is not alone timber and pastoral land which requires to be opened for sale. There are at least two surveyed town sites within the island railway belt, and before the completion of the road it may be desirable to locate others.

It would be an absurdity to allow a settler to pre-empt and thereby acquire, at a dollar per acre, Newcastle and Maple Bay, the town sites referred to as having been already surveyed. At Maple Bay a considerable number of town lots were sold at the upset price of $25 per lot, before the reserve was put on, in 1873.

Since the passage of the Settlement Bill parties wishing to acquire lots have enclosed the cash at the old rate for lots there, which I, of course, have had to return with the intimation that I had no authority, at present, to sell town lots. It is consequently desirable that parties who wish to buy town lots, in order that they may build and engage in business within the railway belt, should be encouraged to do so.

I feel assured that you recognize the importance of the matters I have referred to, and I believe that you are fully conversant with the facts and circumstances which I have adduced. I have therefore the honor to request that, as Dominion Government agent, and as one who has taken a deep interest in, and a leading part in the arrangement of the Island Railway measure, you will make such representations to the Dominion Government as may secure the advantages to the island which I believe will result if the lands are opened for sale in the way I have indicated.

I have the honor to be, Sir, your obedient servant,

WM. SMITHE, *Chief Commissioner Lands and Works.*

Hon. J. W. TRUTCH, C.M.G., Dominion Government Agent, Victoria, B.C.

OTTAWA, December, 1884.

SIR,—I have the honor to transfer to your Department herewith a communication received from the agent of the Dominion Government in British Columbia, dated the 27th ultimo, covering a copy of a letter addressed to him by the Hon. the Chief Commissioner of Lands and Works in that Province, by which it is asked that letters patent may be issued in favor of certain pre-emptors of lands within the railway belt, Vancouver Island.

The matter being one which concerns your Department, I am directed to take this action.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

A. M. BURGESS, Esq., Deputy Minister of Interior.

VICTORIA, B.C., 27th November, 1884.

SIR,—I have the honor to submit for your consideration the enclosed copy of a letter recently received by me from the Hon. Mr. Smithe, Chief Commissioner of Lands and Works of this Province.

I have informed Mr. Smithe by letter that his application will be duly communicated to you.

As I am to be in Ottawa early in January under directions from the Hon. the Minister of the Interior, I trust to have then an opportunity of receiving personally any instructions you may think fit to give me on the matters to which Mr. Smithe's letter relates.

I have the honor to be, Sir, your obedient servant,

JOSEPH W. TRUTCH.

Hon. JOHN H. POPE, Minister Railways and Canals, Ottawa, Can.

VICTORIA, B.C., 20th November, 1884.

SIR,—I have the honor to request that the Dominion Government will issue Crown grants or patents in favor of the undermentioned pre-emptors of lands situated within the railway belt on Vancouver Island.

Each of these persons has deposited in this office his original pre-emption record certificate of improvements and certificate to purchase receipt for the full payment of the land.

John Ead.—Section 11, and the east 60 acres of Section 10, in Range 8, Cranberry District, 160 acres.

Thomas Cassidy, Section 2, and the east 60 acres of Section 3, in Range 8, Cranberry District, 160 acres.

Charles Stewart, Section 4, in Range 1, Cedar District, and the east 60 acres of Section 4, Range 8, Cranberry District, 160 acres.

Albert Fuller.—Section 12 (fractional) in Range 3, 83 acres, and Section 13 (fractional), in Range 3, 37 acres, and the east part of Section 13, in Range 2, Cranberry District, 40 acres—160 acres.

John Mahoney.—West-half of Section 14, in Range 6, 50 acres, and the west-half of Section 15, in Range 6, Cowichan District, 50 acres—160 acres.

John Nelson.—Section 1, Range 5, 100 acres, and the east-half of Section 2, Range 5, Cowichan District, 50 acres—150 acres.

I further beg to request that these patents may be forwarded to me for transmission to the parties in whose favor they are issued.

I have, &c., &c., &c.,
WM. SMITHE, *Chief Commissioner Lands and Works.*

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE VICE-PRESIDENT, MONTREAL, 14th March, 1885.

SIR,—Finding the harbor at Port Moody utterly inadequate to the requirements of the company at its Pacific terminus, provision has been made for the extension of the line west along the south shore of Burrard Inlet to Coal Harbor and English Bay, as approximately shown on the enclosed plan.

Owing to the extreme force of the tide at the First Narrows (the entrance to Burrard Inlet) access to the inlet for large ocean steamships will be almost impracticable, except at low tide, and from investigations recently made it seems that English Bay must be utilized as the main harbor, and that the railway must be extended to run along that bay.

The construction of the necessary docks, &c., will involve a very large expenditure, and to provide for this the Government of British Columbia proposes to convey to the company the tracts of land colored red on the enclosed plan.

An extensive tract of level ground, for terminal sidings and train yards, will be necessary, and the only ground suitable for that purpose in the vicinity of English Bay is on the naval reserve and the strip immediately south of it.

The naval reserve was originally intended to provide timber for spars, &c., but I am informed that all of the timber suitable for this purpose has already been cut, and that there is no reason now for holding this particular tract for naval or other public purposes.

The company is now in negotiation with the Government of British Columbia for a strip of land adjoining and immediately south of the naval reserve, and desires also to acquire the naval reserve itself from the Government. Indeed, the acquisition of this property by the company is almost essential for the construction of proper facilities for traffic. The company cannot safely execute the proposed agreement with the Province of British Columbia without knowing whether or not this property may be secured, and they have only until the 23rd day of April to decide the matter.

The agent of the Dominion Government, the Hon. J. W. Trutch, is now in Ottawa, and he is fully acquainted with the situation of the property in question, and it was he who made the original reservation.

The naval reserve embraces, as we believe, about 780 acres, although the Government of British Columbia claims that it should include only 120 acres; but all of the evidence we have been able to obtain indicates that the first named figures are substantially correct.

I trust that we may be informed, as soon as possible, whether or not the property may be secured by the company, and upon what terms.

I have the honor to be, Sir, your obedient servant,

W. C. VAN HORNE, *Vice-President.*

Hon. Sir D. L. MACPHERSON, K.C.M.G., Minister of the Interior.

The Earl of Derby to the Governor General.

DOWNING STREET, 27th January, 1885.

MY LORD,—With reference to my despatch (No. 119), of the 2nd August last, and to previous correspondence, I have the honor to transmit to you, for communication to Your Lordship's Government, a copy of a letter from the Admiralty respecting the reserve in English Bay, in British Columbia.

I should be glad to receive the observations of your Government in regard to the proposal of the Admiralty in respect to the reserve referred to.

I have, &c.,

DERBY.

Governor General the Most Hon. the Marquis of Lansdowne, G.C.M.G., &c., &c.

The Admiralty to the Colonial Office.

ADMIRALTY, 15th January, 1885.

SIR,—With reference to my letter of the 29th July last (D. W. 2912), on the subject of the reserves in British Columbia, I am commanded by the Lords Commissioners of the Admiralty to acquaint you that at the time they consented to relinquish certain of these reserves, retaining only a plot of 110 acres at Port Moody, they were under the impression that the terminus of the Canadian Pacific Railway would be close to the reserve in question.

2. They have now received a report from the Commander in Chief on the station, stating that the terminus is likely to be at English Bay, and if this is the case the reserve plot at the entrance of Burrard Inlet, marked (A) on the plan, which they consented to resign, would be of far greater value to the navy than the one they retained.

3. Under the altered circumstances, I am to express their Lordship's hope that it is not too late for them to resume possession of the reserve in English Bay, and if so, I am to suggest it would, perhaps, be better that both the reserves referred to should be retained by them, until such time as the position of the terminus is definitely settled, when they would be better able to decide which should be retained by them in the interests of Her Majesty's navy.

I am, &c.,

EVAN MACGREGOR.

Under Secretary of State, Colonial Office.

The Earl of Derby to the Governor General.

DOWNING STREET, 2nd August, 1884.

MY LORD,—With reference to my despatch (No. 39) of the 27th of March last, and to previous correspondence respecting the proposed surrender of certain lands reserved for naval and military purposes in British Columbia, I have the honor to transmit to you, for communication to Your Lordship's Government, a copy of a letter from the Admiralty, proposing a certain exchange of plots of lands at Esquimalt.

I request that you will inform me whether your Government agree to this proposal.

I have, &c.,

DERBY.

Governor General the Most Hon.
The Marquis of Lansdowne, G.C.M.G., &c., &c., &c.

The Admiralty to Colonial Office.

ADMIRALTY, 29th July, 1884.

SIR,—With reference to Admiralty letter of the 29th February last (D.W., 2789) on the subject of the surrender of naval reserves in British Columbia, I am commanded by the Lords Commissioners of the Admiralty to request that you will move the Secretary of State for the Colonies to ascertain from the Dominion Government whether there would be any objection on their part to transfer to the Admiralty a plot of ground in Constance Coal, Esquimalt Harbor, tinted blue on the accompanying chart, in exchange for the reserves C. and D., on the plan transmitted with the letter above referred to.

I am, &c.,

EVAN MACGREGOR.

The Under Secretary of State, Colonial Office.

GOVERNMENT HOUSE, OTTAWA,
MONDAY, the 20th day of April, 1885.

PRESENT:

His Excellency the Governor General in Council.

On the recommendation of the Hon. the Minister of the Interior, concurred in by the Hon. the Minister of Justice, and under the provisions of the 4th subsection of the 11th section of the Act passed in the Session of the Parliament of Canada held in the 47th year of Her Majesty's reign, chaptered 6, and intitled: "An Act respecting the Vancouver Island Railway, the Esquimalt Graving Dock and certain Railway Lands of the Province of British Columbia, granted to the Dominion,"

His Excellency, by and with the advice of the Queen's Privy Council for Canada, has been pleased to order, and it is hereby ordered, that the following regulations for the survey, administration and disposal of Dominion lands within the railway belt in the Province of British Columbia be, and the same are hereby approved and adopted.

JOHN J. McGEE, *Clerk Privy Council.*

Department of the Secretary of State, Canada.

No. 5522. Year 1885.

Name—Lieutenant-Governor of British Columbia.
Address—Victoria, B.C.
Date—23rd March; 2nd April.

SUBJECT:

Transmits copy of report of Executive Council and Address passed by Legislative Assembly *re* the opening up the lands within the railway reserve in the Province, &c.

ACTION:

4th April—Letter 1269, to Lieutenant-Governor of British Columbia, and referred to the Hon. the Privy Council.

By Command.

J. A. CHAPLEAU, *Secretary of State, Privy Council.*

Referred to the Minister of the Interior.

JOHN J. McGEE.

April 4th, 1885.

DEPARTMENT SECRETARY OF STATE, OTTAWA, 4th April, 1885.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 23rd instant, forwarding copy of a report of your Executive Council, dated the 18th March, 1885, in reference to opening up the lands within the railway reserve in the Province of British Columbia, and to state the matter will receive due consideration.

I have, &c.,
G. POWELL, *Under Secretary of State.*

His Honor the Lieutenant-Governor of British Columbia, Victoria, B.C.

GOVERNMENT HOUSE, VICTORIA, 23rd March, 1885.

SIR,—I have the honor to forward a copy of a report of my Executive Council, dated the 18th March, embodying an Address passed by the Legislative Assembly, asking me to urge upon the Dominion Government the necessity of at once opening up the lands within the railway reserve in this Province to settlement and purchase.

I have the honor to be, Sir, your obedient servant,
CLEMENT P. CORNWALL, *Lieutenant-Governor.*

Hon. the Secretary of State, Ottawa.

COPY *of a Report of a Committee of the Honorable the Executive Council, approved by His Honor the Lieutenant-Governor the* 18*th March,* 1885.

On a memorandum from the Hon. the Provincial Secretary, dated the 10th March, 1885, recommending approval of the following Address to His Honor the Lieutenant-Governor, which has been passed by the Legislative Assembly, viz.:—

"That His Honor the Lieutenant-Governor will be pleased to urge upon the Dominion Government the necessity of at once opening up the lands within the railway reserve in this Province to settlement and purchase."

The Committee advise that this Minute be approved, and that a copy be forwarded to the Hon. the Secretary of State for Canada.

Certified.
JOHN ROBSON, *Clerk Executive Council.*

DEPARTMENT OF THE INTERIOR, OTTAWA, 8th April, 1885.

MEMORANDUM.—The undersigned has the honor to report to Council that:—

1. In February, 1883, the Lieutenant-Governor of British Columbia, acting under and by advice of his Ministers, made a formal proposition to the Dominion Government for the purpose of effecting a settlement of certain open questions which existed between the Provincial Government and the Dominion Government, in respect of the Island Railway, graving dock, and lands on the mainland. The proposition, with some modifications, was, in substance, agreed to between the two Governments. The subject of the lands to be granted by the Provincial Government to the Dominion Government for railway purposes in lieu of lands which had been disposed of in the railway belt, was one of the most important questions to be settled, and a large concession of lands on Peace River was made to the Dominion Government for this purpose, and at the same time it was proposed and agreed to, that until the railway was finally located, the Provincial Government should reserve from sale all lands in British Columbia east of Kamloops, in order that when the line was finally decided upon the Dominion Government would find the lands in the railway belt free from all other claims, except *bonâ fide* purchases or pre-emptions made prior to the agreement between the two Governments.

2. In accordance with the agreement thus arrived at between the two Governments, an Act, known as the Act relating to the Island Railway, the Graving Dock and Railway Lands of the Province, was passed by the Provincial Assembly, and assented to by the Lieutenant-Governor on the 12th May, 1883.

3. That Act was passed as a final settlement of all differences then existing between the Provincial and the Dominion Governments. By it the Provincial Government purported to grant to the Dominion Government in trust, to be appropriated as the said Government might deem advisable, a tract of land not exceeding twenty miles on each side of the said line, wherever it might be finally located. At the time of the passage of this Act the Canadian Pacific Railway was in course of construction in British Columbia from Port Moody to Savona's Ferry or Kamloops; the line from Kamloops to connect with the line on the other side of the Rocky Mountains was not decided upon.

4. Immediately upon the passage of the last mentioned Act the Dominion Government objected to certain clauses therein relating to the Island Railway, and required them to be amended; but no objection was then or at any time taken to the clauses relating to the lands on the mainland, conveyed by the said Act, to the Dominion Government. Owing to the House having risen, no amendment could be made until the next Session of the Legislature.

5. In the interval between the closing of the Provincial Session in May, 1883, and the meeting of the House in December, 1883, all questions between the two Governments relating to the Island Railway had been arranged, and steps had been taken by the Dominion Government to carry out the Act of the 12th May, 1883, in respect of the provisions of that Act to which no objections had been taken by the Dominion Government, especially with regard to the graving dock and sale of the Dominion lands in the Province.

6. In 1882 an Act was passed by the Dominion Government, authorizing the Governor General in Council to abandon the Yellow Head Pass and adopt another route, and in November, 1883, the Dominion Government notified the Provincial Government that the Yellow Head Pass was definitely abandoned, and that the line adopted instead for the Canadian Pacific Railway crossed the Rocky Mountains by Bow River or Kicking Horse Pass, the Selkirk Range, and through Roger's Pass by Beaver Creek and Illicelliwaet River valley and Eagle Pass Creek to Kamloops.

7. It was also arranged and understood between the two Governments that any lands taken up in the 40-Mile Belt should, on proof of *bonâ fide* settlement, be granted to actual settlers, but it was always maintained, on behalf of the Dominion Government, that the patents for such pre-empted lands should be issued by the Dominion Government.

8. During the negotiation which took place between the agent of the Dominion Government and Mr. Smithe, the Premier of British Columbia, it was understood from Mr. Smithe by the agent of the Dominion Government that no patents should be issued by the Provincial Government in respect of lands within the railway belt, applications to purchase which had been made to the Provincial Government subsequent to the passage of the Act passed on the 12th of May, 1883, but if any claims were put forward for grants of such lands the Chief Commissioner of Lands and Works should refuse to issue the same, leaving the applicants to any legal remedy they might have.

9. In November, 1883, notices were given in the British Columbia *Gazette* of the intention of various parties to apply for leave to purchase lands east of Kamloops, and the necessary steps were claimed to have been taken to comply with the land laws of the Province in order to purchase said lands.

10. In December, 1883, a further Act relating to the Island Railway, the graving dock and railway lands of the Province, was passed by the Provincial Legislature in order to meet the views of the Dominion Government with reference to certain clauses affecting the Island Railway only, and the Act of 1883 was thereby repealed.

11. Mr. Smithe, in his capacity of Commissioner of Lands and Works and Premier of the Province, expressed his intention, during the past summer, of issuing Crown patents to purchasers of land within the 40-Mile Belt, provided the requirements of the Land Act of British Columbia had been complied with in respect thereof; and, as a matter of fact, he has issued Crown Patents to purchasers and pre-emptors since the 13th May, 1883, in respect of lands within the railway belt.

12. With a view of setting at rest the differences arising between the Government of Canada and the Government of British Columbia, as herein set forth, an application was made to the Supreme Court of British Columbia by Messrs. Drake, Jackson and Helmcken, agent in that Province of the Minister of Justice, for a writ of injunction to restrain the Chief Commissioner of Lands and Works of the Province from issuing Crown patents for lands within the railway belt, claiming that (1) until the line of railway was definitely settled from Kamloops to the eastern boundary of British Columbia no lands could be sold by the Provincial Government or by the Chief Commissioner of Lands and Works acting on behalf of the said Government, and that after the line of railway had been defined in November, 1883, no lands within twenty miles of either side of the railway from Kamloops to the Rocky Mountains could be either pre-empted or purchased without the leave and license of the Dominion Government; (2) a declaration that the true construction of the Act of the 12th May, 1883, and the 1st December, 1883, is that no lands in British Columbia could be disposed of by the Provincial Government until the line of railway from Kamloops to the Rocky Mountains was located, and that after such location no lands within twenty miles of either side of the said located line could be sold or disposed of, except by the Dominion Government; (3) an account of all lands pre-empted within railway belt from Burrard's Inlet to Kicking Horse Pass subsequent to the 12th May, 1883; (4) an account of all lands sold or agreed to be sold within the said belt subsequent to the 12th May, 1883; and (5) such further and other relief as the nature of the case might require.

13. The Chief Justice refused the injunction asked for, on the ground that the application for such a writ should be made to the Exchequer Court of Canada; and his decision was confirmed by the full court.

14. The agent of the Dominion Government in British Columbia now reports that he is informed by the agents of the Minister of Justice that since the above decision of the court had been announced the Chief Commissioner of Lands and Works issued patents to several persons, a list of whose names, and the acreage of lands granted, is hereto attached.

The undersigned now recommends that the papers in this case be referred to the Minister of Justice, for the purpose of taking such further steps as may be necessary to restrain the Government of British Columbia from selling any lands within the railway belt, or from issuing any Crown patents for lands within said belt, and to cancel the patents issued by the Government of British Columbia for lands within the railway belt since the passing of the Act of the Provincial Legislature in May, 1883.

Respectfully submitted,

D. L. MACPHERSON, *Minister of the Interior.*

Hon. the Privy Council.

CANADIAN GOVERNMENT RAILWAYS,
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,
OTTAWA, 18th February, 1885.

SIR,—I have the honor to enclose a copy of the statement of claim laid before the Supreme Court of British Columbia in connection with the application recently made to that court by Messrs. Drake, Jackson & Hilmcken, agents in the Province of the Hon. Minister of Justice, under my instructions upon your directions to me, for a writ of injunction to restrain the Chief Commissioner of Lands and Works of the Province from issuing Crown grants for certain lands within the railway belt.

I also enclose copy of a letter to me from Mr. Drake, of Messrs. Drake, Jackson & Helmcken, of 20th ultimo, conveying the information that the issue of the writ applied for had been refused by the court on the grounds that the application for such a writ should have been made to the Exchequer Court of Canada, together with a copy of a further letter to me from Mr. Drake, stating that as soon as the above decision of the court had been announced the Chief Commissioner of Lands and Works had issued Crown grants to several persons, a list of whose names, and of the

acreage of the lands granted, all of which are within the railway belt, was appended to Mr. Drake's letter, and a copy of which is also enclosed herewith. I shall be glad to receive your instructions as to the further steps you may think advisable to be taken in this case.

I have the honor to be, Sir, your obedient servant,

JOSEPH W. TRUTCH.

Hon. Sir DAVID MACPHERSON, Minister of the Interior, Ottawa.

IN THE SUPREME COURT OF BRITISH COLUMBIA.

BETWEEN

The Attorney General of the Dominion of Canada,

Plaintiff,

and

The Chief Commissioner of Lands and Works,

Defendant.

(Writ issued 29th day of September, A. D. 1884.)

Statement of Claim.

1. The plaintiff is the Attorney-General of the Dominion of Canada, acting on behalf of Her Most Gracious Majesty; the defendent is the Chief Commissioner of Lands and Works of the Province of British Columbia.

2. In February, 1883, the Lieutenant-Governor of British Columbia, acting under and by advice of his Ministers, made a formal proposition to the Dominion Government for the purpose of effecting a settlement of certain open questions which existed between the Provincial Government and the Dominion Government, in respect of the Island Railway, graving dock and lands on the mainland. The proposition, with some modifications was, in substance, agreed to between the two Governments. The subject of the lands to be granted by the Provincial Government to the Dominion Government for railway purposes, in lieu of lands which had been disposed of in the railway belt, was one of the most important questions to be settled, and a large concession of lands on Peace River was made to the Dominion Government for this purpose, and at the same time it was proposed and agreed to that until the railway was finally located the Provincial Government should reserve from sale all lands in British Columbia east of Kamloops, in order that when the line was finally decided upon the Dominion Government would find the lands in the railway belt free from all other claims except *bona fide* purchases or pre-emptions made prior to the agreement between the two Governments.

3. In accordance with the agreement thus arrived at between the two Governments, an Act known as the Act relating to the Island Railway, the Graving Dock and Railway Lands of the Province, was passed by the Provincial Assembly, and assented to by the Lieutenant-Governor on the 12th May, 1883.

4. That Act was passed as a final settlement of all differences then existing between the Provincial and the Dominion Governments.

5. By it the Provincial Government purported to grant to the Dominion Government in trust, to be appropriated as the said Government might deem advisable, a tract of land not exceeding twenty miles on each side of the said line, wherever it might be finally located.

At the time of the passage of this Act the Canadian Pacific Railway was in course of construction in British Columbia from Port Moody to Savona's Ferry or Kamloops; the line from Kamloops to connect with the line on the other side of the Kocky Mountains was not decided upon.

6. Immediately upon the passage of the last mentioned Act the Dominion Government objected to certain clauses therein relating to the Island Railway, and required them to be amended, but no objection was then or at any time taken to the clauses relating to the lands on the mainland conveyed by the said Act to the

Dominion Government. Owing to the House having arisen, no amendment could be made until the next Session of the Legislature.

7. In the interval between the closing of the Session in May, 1883, and the meeting of the House in December, 1883, all questions between the two Governments relating to the Island Railway had been arranged, and steps had been taken by the Dominion Government to carry out the Act of 12th May, 1883, in respect of the provisions of that Act, to which no objections had been taken by the Dominion Government, especially with regard to the graving dock and sale of the Dominion lands in the Province.

8. In 1882 an Act was passed by the Dominion Government authorizing the Governor General in Council to abandon the Yellow Head Pass and adopt another route, and in November, 1883, the Dominion Government notified the Provincial Government that the Yellow Head Pass was definitely abandoned, and that the line adopted instead for the Canadian Pacific Railway crossed the Rocky Mountains by Bow River or Kicking Horse Pass, the Selkirk Range and through Roger's Pass by Beaver Creek and Illicelliwaet River valley and Eagle Pass creek to Kamloops.

9. It was also arranged and understood between the two Governments that any lands taken up in the 40-mile belt should, on proof of *bonâ fide* settlement, be granted to actual settlers, but it was always maintained on behalf of the Dominion Government that grants for such pre-empted lands should be issued by the Dominion Government.

10. During the negotiation which took place between the agent of the Dominion Government and Mr. Smithe, the Premier of British Columbia, it was understood from Mr. Smithe by the agent of the Dominion Government that no grants should be issued by the Provincial Government in respect of lands within the railway belt, applications to purchase which had been made to the Provincial Government subsequent to the passage of the Act passed 12th May, 1883, but if any claims were put forward for grants of such lands the Chief Commissioner of Lands and Works should refuse to issue the same, leaving the applicants to any legal remedy they might have.

11. In November, 1883, notices were given in the British Columbia *Gazette* of the intention of various parties to apply for leave to purchase lands east of Kamloops, and the necessary steps were claimed to have been taken to comply with the land laws of the Province, in order to purchase lands east of Kamloops.

12. The plaintiff claims that until the line of railway was definitely settled from Kamloops to the eastern boundary of British Columbia no lands could be sold by the Provincial Government, or by the defendant acting on behalf of the said Government, and that after the line of railway had been defined, in November, 1883, no lands within twenty miles of either side of the railway from Kamloops to the Rocky Mountains could be either pre-empted or purchased without the leave and license of the Dominion Government.

13. In December, 1883, a further Act relating to the Island Railway, the graving dock and railway lands of the Provinces was passed, in order to meet the views of the Dominion Government with reference to certain clauses affecting the Island Railway only, and the Act of May, 1883, was thereby repealed.

14. The defendant, in his capacity of Chief Commissioner of Lands and Works and Premier of the Province, has expressed his intention of issuing Crown grants to purchasers of lands within the 40-mile belt, providing that the regulations of the Land Act have been complied with in respect thereof.

15. The defendant has issued Crown grants to purchasers, and pre-emptors since 13th May, 1883, in respect of lands within the railway belt, the particulars whereof are unknown to the plaintiff.

The plaintiff claims:—

1st. A declaration that the true construction of the Act of 12th May, 1883, and 1st December, 1883, is that no lands in British Columbia could be disposed of by the Provincial Government until the line of railway from Kamloops to the Rocky Mountains was located, and that after such location no lands within 20 miles of either side

of the said located line could be sold or disposed of, except by the Dominion Government.

2nd. A declaration that all sales or other dispositions of land within the railway belt of the line, as defined in paragraph 8, not completed by grant prior to 12th May, 1883, are invalid.

3rd. An account of all lands pre-empted within the railway belt from Burrard's Inlet to Kicking Horse Pass, subsequent to 12th May, 1883.

4th. An account of all land sold, or agreed to be sold, within the said belt, subsequent to 12th May, 1883.

5th. An injunction to restrain the defendant, or any other officer of the Provincial Government, from selling any lands within the said belt, or from issuing any Crown grants for lands within the said belt.

6th. And such further and other relief as the nature of the case may require.

Delivered this 24th day of December, A.D. 1884, by

ROBERT E. JACKSON, *Plaintiff's Solicitor.*

P. A. IRVING, Esq., Solicitor for Defendant.

VICTORIA, B.C., 20th January, 1885.

MY DEAR SIR,—The Chief Justice refused the injunction asked for, on the ground that Act No. 2, of 1882, has taken away the jurisdiction of the Supreme Court and vested it in the Exchequer of Canada, and the statement of claim shows that the action is really a matter of controversy between the two Governments. We appealed to the full court, and the matter was argued yesterday and to-day, and the court sustains the ruling of the Chief. The court also discussed the question of parties, and seemed to be of the opinion that the dispute was not so much as to any ministerial duty of the Chief Commissioner imposed upon him by the Land Act, but rather as against the Provincial Government, and that there was no authority to the Provincial Government and no officer who could defend such a suit. It appears, too, as if the court holds that this is a provincial matter, and not a mere matter of carrying out a provincial Act that we should have a great deal of difficulty in substantiating our action, whether in the Supreme Court of Canada or elsewhere. If, however, we delayed proceedings until a Crown grant was actually issued, we could proceed by writ of intrusion or information against the actual purchaser of the land. This of course, involves an action against every person to whom the Provincial Government may give a grant, but it would avoid the question of jurisdiction, as not being a controversy between the Dominion Government and the Government of the Province. We enclose a copy of the Chief Justice's notes of his judgment.

Yours truly,

M. W. S. DRAKE.

Hon. J. W. TRUTCH.

ATTORNEY-GENERAL OF CANADA,

vs.

CHIEF COMMISSIONER OF LANDS AND WORKS, BRITISH COLUMBIA.

The statement of claim in this case, in my opinion, discloses, in the clearest way, or controversy between the Dominion Government and the Provincial Government, concerning the lands situated within the 40 mile belt therein described.

No statement of defence has been put in, but on a motion for an injunction to restrain the defendant from dealing with these lands, it is abundantly clear that he dissents very strongly from the views expressed in the statement of claim. In fact the mere circumstance of the filing of the writ and the application for an injunction, shows that the plaintiff and defendant differ greatly in their views as to their respective powers and interests in this 40-mile belt of the Dominion and of the Province respectively.

Both the plaintiff and defendant are suing and being sued in their representative capacity merely, though this fact is not stated in the pleadings. This is, therefore, in my opinion, or controversy, not between Hon. Sir Alexander Campbell and the Hon. Mr. Smith, nor merely between the Dominion Attorney-General and the Provincial Chief Commissioner, but between the Dominion and the Province.

Section 54 of the Dominion Act, 1875, chap. 11, enacts that when the Legislature of any Province shall have passed an Act agreeing and providing that the Supreme Court and Exchequer Court, or the Supreme Court alone, as the case may be, shall have jurisdiction in any of the following cases, viz.:—

(1.) Of controversies between the Dominion of Canada and such Province; (2.) Of controversies between such Province and any other Province or Provinces which may have passed a like Act; (3 * * * 4.) Then this section, and the three following sections of this Act, shall be in force.

Section 55 enacts: "The procedure in the cases firstly and secondly mentioned in section 54 shall be in the Exchequer Court."

In 1882 the British Columbia Legislature passed an Act, No. 2, conforming, I think, to the requirements in section 54, above quoted; and thereupon the provisions in section 55, above quoted, came into force. In controversies between the Dominion and this Province the procedure is to be in the Exchequer Court, and I have no jurisdiction to interfere.

It was attempted to be argued that this court had concurrent jurisdiction, and section 59 was referred to. I do not see how I could possibly make an order in a case proceeding in the Exchequer Court, even if such an action were launched there, which may or may not be the case. And section 59 does not refer at all to the state of affairs after section 54 is called into force by the Provincial Legislature, but says, in effect, that whether the Local Legislature calls, or does not call, section 54 in force, the Exchequer Court is to have concurrent jurisdiction with the local court in all controversies between the Dominion and the Province. That seems quite to bear out my construction, that after sections 54 and 55 are called into force the jurisdiction of the local court is ousted as to such controversies.

It is of course open to the parties to contend that the provision in section 54 is *ultra vires*, contradictory to the British North America Act, 1867 and void; and that the local Act, by adopting these provisions, has adopted a nullity. But until they shall have established that view, I am bound by the Acts on the statute books, and I must decline to entertain any application in a controversy of this nature.

VICTORIA, B.C., 5th February, 1885.

DEAR SIR,—As soon as the Court decided that they had no jurisdiction in the action of the Attorney-General, Chief Commissioner of Lands and Works, the Chief Commissioner issued the Crown grants to the several persons in the list enclosed.

I have asked Mr. Aikman to have copies of the plans prepared for you, in order that the locality of these grants may be known.

I believe them all to be within the railway belt. The issue of these grants will confer no title on the grantees if the lands are part of the reserve.

Yours truly,

M. W. T. DRAKE.

Hon. J. W. TRUTCH, Ottawa.

MEMORANDUM.

Lot.	Group	District.	Acreage	Crown No.	Grant date.	To Whom Issued.
					1885	
6	1	Kootenay	1175	319	Jan. 13...	A. S. Farwell.
7	1	do	214	320	do 13...	G. B. Wright
513	1	Kamloops	226	321	do 13...	G. B. Martin.
497	1	do	278	322	do 14...	G. B. Wright.
526	1	do	1048	323	do 14...	do
525	1	do	166	324	do 14 ..	C. E. Perry.
496	1	do	160	325	do 14...	P. J. Tunstall and J. R. Calbrath.
528	1	do	160	327	do 21...	W. A. Beddoe.
529	1	do	130	338	do 24...	J. McIntosh and W. B. Wilson.

DOMINION GOVERNMENT AGENT'S OFFICE,
VICTORIA, B. C., 7th May, 1884.

SIR,—Mr. Trutch directs me to acknowledge the receipt of your communication of 25th ult., enclosing copy of Order in Council dated 27th September last.

I have the honor to be, Sir, your obedient servant,
H. S. ROEBUCK, *Secretary*

Hon. D. L. MACPHERSON, Minister of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 25th April, 1884.

SIR,—I am directed by the Minister of the Interior to send you herewith a copy of the Order in Council of the 27th September last, confirming the arrangements made with the Government of British Columbia relative to the various points remaining unsettled between the Government of the Dominion and that Province.

I regret that this information was not furnished to you at an earlier date.

I have the honor to be, Sir, your obedient servant,
JOHN R. HALL, *Secretary.*

Hon. J. W. TRUTCH, Victoria, B.C.

COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 27th September,* 1883.

The Committee of the Privy Council have had under consideration a report herewith, dated 25th September, 1883, from the Hon. Sir Alexander Campbell, who was authorized, by Orders of Your Excellency in Council under dates of 14th and 23rd June last, to visit British Columbia to make arrangements relative to the various points remaining unsettled between the Government of the Dominion and that of the Province of British Columbia.

The Committee concur in the said report and the several matters proposed to be carried into effect, and they submit the same for Your Excellency's approval.

JOHN J. McGEE, *Clerk Privy Council.*

Hon. the Minister of the Interior, &c., &c.

OTTAWA, 25th September, 1883.

To His Excellency the Marquis of Lorne, P.C., K.T., G.C.M.G., Governor General of Canada:

MAY IT PLEASE YOUR EXCELLENCY:—

I have the honor to submit, for your information, a report on my visit to the Province of British Columbia for the purposes mentioned in the Order of Your Excellency in Council of the 23rd of June last.

After some delay at San Francisco, I reached Victoria on the 27th of July, and immediately waited upon His Honor the Lieutenant-Governor of the Province, on the subject of my visit. I was most cordially received and placed by him in communication with his Ministers. The Lieutenant-Governor throughout my stay lent me valuable aid in my efforts towards establishing those relations with the members of His Government which were so essential to the success of the mission with which Your Excellency had entrusted me.

1. The negotiations between the Government of the Dominion and that of British Columbia in regard to the construction of the Vancouver Island Railway and the taking over of the graving dock commenced by the Province on Esquimalt Harbor were prolonged late into last Session of Parliament. Unfortunately, they had been conducted very much by telegraphic communications, and their successful issue was hindered by difficulties which might not have arisen or might have been readily removed had the more ample opportunity afforded by personal intercourse been possible. At repeated meetings of the Executive Council, and at many interviews with individual members of the Government, particularly with Mr. Smithe himself, that gentleman and his colleagues discussed with me, in a spirit of the greatest frankness, the misunderstandings which had occasioned the postponement of the negotiations of last winter, and animated by a sincere desire to overcome them, we found, from day to day, reasonable solutions of the various points in dispute.

2. The railway belt on the mainland, the change in the route of the Canadian Pacific Railway and the more southerly pass which it is now intended to occupy, rendered it expedient to effect a change of the location of the railway belt. The Government of British Columbia had not admitted that there was any obligation on their part to assent to such a change, and had contended that they had performed their whole obligation in granting the belt along the line as originally proposed. We were happily able, however, in view of what we were mutually ready to concede in respect of other parts of the general arrangement, to arrive at an understanding by which the railway belt was transferred to the new line and made absolute in its terms—the Government of the Dominion undertaking through me to place the land thus acquired in the market, for sale to actual settlers at an early day. In this connection I have the honor to state that instructions were given to Mr. Trutch, the agent of the Dominion in British Columbia, to take at once the initiatory steps necessary to carry out this understanding.

3. The Act of the Legislature of the Province, assigning districts to the judges of the Supreme Court of the Province, had been pronounced by the court there as *ultra vires*, a result which lead to the submission, by command of Your Excellency, to the Supreme Court of Canada of certain questions propounded, in order to obtain the advantage of the legal advice of the courts upon the points thus adversely decided by the provincial courts. The answers of the Supreme Court of Canada to these questions had been transmitted to the Lieutenant-Governor of the Province, for the information of his Ministers and of the judges, in advance of my leaving Ottawa, and in this way the ground was a good deal cleared as regards this object of my visit. I took early occasion to see the several judges of the Queen's Bench, and discussed the matter with them, and also with Mr. Smithe and the members of the Government. Another difficulty had been created in regard to the powers which one of the statutes of the Province proposed to confer upon gold commissioners, which powers seemed to Your Excellency's advisers to be of a judicial character, and therefore only to be granted by the Parliament of the Dominion. The subject was further complicated by disputes which had arisen at Metlakatla, showing the necessity of having a stipendiary magistrate there, and probably also at several other points in the Province. All these embarrassments were happily adjusted by the course finally agreed on between the Government of the Province and myself, under which Mr. Justice McCreight is to be assigned to the district of New Westminster, Mr. Justice Walkem to the district of Kamloops, and an officer who is to be, at the same time, county court judge and stipendiary magistrate for Cariboo and Lillooet, to be appointed by

the two Governments, that of the Dominion paying the salary of judges, and that of the Province the salary of stipendiary magistrate. This arrangement will leave a Supreme Court, composed of three members, the Chief Justice, Mr. Justice Crease and Mr. Justice Gray, at Victoria, the seat of the court for the transaction of business at the capital and on the Island of Vancouver. I have the honor to submit herewith a memorandum, dated the 20th of August, embodying the agreement between the two Governments on the various points referred to. I have to report further, for the information of Your Excellency, that I executed at Victoria, on behalf of the Minister of Railways, a provisional contract for the construction of the Island Railway, and that Messrs. Robert and James Dunsmuir and John Bryden executed it on their own behalf, and deposited with me the $250,000 required as security for its performance. I afterwards proceeded to San Francisco and procured the execution of the contract there by the remaining contractors. The contract thus executed I transmitted from San Francisco to the agent of the Dominion Government in British Columbia, Mr. Trutch, to be held by him in accordance with the terms of the memorandum, until such time as the necessary legislative authority should be given by the Parliament of Canada and the Legislature of British Columbia. I enclose herewith a copy of the contract. I have the honor further to state, that prior to leaving the Province I instructed Mr. Trutch to take over from the local authorities, on behalf the Dominion, the graving dock, and to take such steps as were necessary for the safety of the work and materials on hand and the plant. The Minister of Public Works has, I understand, since received an intimation from Mr. Trutch that he has assumed possession of the work accordingly. The petition for the disallowance of the Act to incorporate the Columbia and Kootenay Railway and Transportation Company, referred to me by an Order of Your Excellency in Council on the 14th June, I have reported upon in a separate paper. During my stay in British Columbia I had occasion to examine into a number of matters for the different Departments of the Government, and to report on them to several of my colleagues, as per margin.

The whole humbly submitted.

A. CAMPBELL.

OTTAWA, 25th September, 1883.

(*Margin.*)

Sir John Macdonald—On all the topics herein referred to and on Indian affairs.

The Minister of Finance—On the extent of circulation of Dominion notes in the Province.

The Minister of Public Works—The graving dock; the public buildings at New Westminster, the site of provincial penitentiary, another necessity of new wing; temporary telegraph connection for Mr. Onderdonk, contractor for Canadian Pacific Railway.

Minister of Railways—The Island Railway.

Minister of Agriculture and Immigration—The site of a quarantine station; provincial immigration matters.

Minister of Militia—The site of barracks for new battery; the rifle butts.

Minister of Marine—Necessity for salmon hatcheries on Fraser River, particularly for propagation of spring salmon; snag boats for Fraser River; protection of fisheries.

Postmaster-General—Organization of Post Office Service; expediency of discontinuing services to San Francisco; also as to service between Victoria and Port Townshend and to Port Simpson.

MEMORANDUM of Arrangement made at Victoria on the 20th day of August, 1883, relative to the various points remaining unsettled between the Government of the Dominion and that of the Province of British Columbia.

Island Railway.

1. The Government of British Columbia will invite the adoption by the Legislature of the Province of certain amendments to the Act of 1883, entitled:

"An Act relating to the Island Railway, the Graving Dock, and the Railway Lands of the Province," which amendments are indicated by red lines in the copy of the proposed new Bill hereto annexed, signed by Sir Alexander Campbell and Mr. Smithe.

2. The Government of British Columbia will procure the assent of the contractor for the construction of the Island Railway to the provisions of clause (*f*) of the agreement recited in the amending Bill.

3. Upon the amending Bill becoming law in British Columbia, and the assent of the contractor for the construction of the railway to the provisions of clause (*f*) of the agreement recited in the Act being procured, the Government of the Dominion will seek the sanction of Parliament to measures to enable them to give effect to the stipulations on their part contained in the agreement recited in the amending Bill.

4. The contract shall be provisionally signed by Sir Alexander Campbell, on behalf of the Minister of Railways and Canals, but is to be deposited with Mr. Trutch, awaiting execution by delivery, until the necessary legislative authority shall have been given, as well by the Parliament of the Dominion as by the Legislature of British Columbia.

The Graving Dock.

The Government of the Dominion shall take over the graving dock forthwith, and, upon parliamentary sanction being given, complete it with all convenient speed, and thereafter operate it as a Dominion work acquiring the right to the Imperial subsidy, and paying the Province of British Columbia, on the sanction aforesaid being given, the sums mentioned in clause (*g*) of the agreement recited in the amending Bill and they will, in the meantime, pay out of the subsidy voted by Parliament to aid in the construction of the dock such sum as the Government of British Columbia may be entitled to receive under the existing arrangement in regard to the monies advanced thereon by them since the 27th of June, 1882, any sums so paid to be taken as part of the monies going to British Columbia on graving dock account, under the present arrangement, should it receive legislative sanction on both sides, as before mentioned, failing which the *status quo* will be resumed.

Railway Belt on Mainland.

The Dominion Government will use every exertion to place their land in the railway belt on the mainland in the market at the earliest possible date, and for this purpose they will give all necessary instructions to their officers. The Government of British Columbia will, on their part, render all the aid in their power, and place all the information which they have in their Lands Department at the disposal of the Dominion officers, the expense to be borne by the Dominion Government. In the meantime, the land shall be open "for entry" to *bonâ fide* settlers, in such lots and at such prices as the Dominion Government may fix.

The Judiciary.

The Order in Council fixing the residences of the judges to be revoked, Mr. McCreight to be assigned to New Westminster and Mr. Walkem to Kamloops, legislative authority to be sought for this change, if necessary.

A county court judge shall be appointed by the Dominion Government for the district of Cariboo and Lillooet, at a salary of twenty-four hundred dollars, and he shall receive from the Local Government the appointment of stipendiary magistrate, at a salary of five hundred dollars, legislative authority for this arrangement, if necessary, and for the payment of the judge, to be sought for.

The above includes all matters as to which there is any dispute or difference between the Government of the Dominion and the Government of British Columbia, and, when carried into effect, will constitute a full settlement of all existing claims on either side or by either Government.

A. CAMPBELL,
WM. SMITHE.

SPECIFICATION *for a line of Railway from Esquimalt to Nanaimo, in Vancouver Island in British Columbia.*

1. The railway shall be a single line, with gauge 4 feet 8½ inches, with necessary sidings.

2. The alignments, gradients and curvatures shall be the best that the physical features of the country will admit of, the maximum grade not to exceed 80 feet to the mile and the maximum curvature not to be of less radius than 800 feet.

3. In all wooded sections the land must be cleared to the width of 50 feet on each side of the centre of line. All brush and logs must be completely burned up, and none thrown on the adjacent land.

4. All stumps must be grubbed out within the limits of cuttings under 3 feet in depth, or embankments less than 2 feet in depth.

5. All stumps must be close cut where embankments are less than 4 feet and more than 2 feet in height.

6. Through settlements, the railway must be enclosed with substantially built legal fences.

7. Road crossings with cattle guards and sign boards shall be provided where required.

8. The width of cuttings at formations shall be 20 feet embankments 16 feet.

9. Efficient drainage must be provided, either by open ditches or under-drains.

10. All bridges, culverts and other structures must be of ample size and strength for the purpose intended. Piers and abutments of bridges must be either of substantial massive stone masonry, iron or wood, and in every essential particular equal to the best description of like works employed in the construction of the Canadian Pacific Railway in British Columbia. Arch culverts must be of good solid masonry, equal in every respect to similar structures designed for the Canadian Pacific Railway in British Columbia. Box culverts must be of either masonry, iron or wood.

11. The passenger station houses, freight sheds, workshops, engine houses, other buildings and wharves, shall be sufficient in number and size to efficiently accommodate the business of the road, and they shall be either stone, brick or timber, of neat design, substantially and strongly built.

12. The rails shall be of steel, weighing not less than 50 pounds per lineal yard of approved section, and with the most approved fish-plate joints.

13. The roadway must be well ballasted with clean gravel or other suitable material.

14. Sufficient siding accommodation shall be provided by the contractors as may be necessary to meet the requirements of the traffic.

15. Sufficient rolling stock necessary to accommodate the business of the line shall be provided by the contractors, with stations and terminal accommodations, including engine sheds, turn-tables, shops, water tanks, machinery, wharves, &c.

A. CAMPBELL, *Minister of Justice,*
For the Minister of Railways and Canals.

ROBERT DUNSMUIR.

ARTICLES OF AGREEMENT made and entered into this twentieth day of August, in the year of Our Lord one thousand eight hundred and eighty-three, between Robert Dunsmuir, James Dunsmuir and John Bryden, all of Nanaimo, in the Province of British Columbia; Charles Crocker, Charles F. Crocker and Leland Stanford, all of the City of San Francisco, California, United States of America; and Collis P. Huntington, of the City of New York, United States of America, of the first part, and Her Majesty Queen Victoria, represented herein by the Minister of Railways and Canals, of the second part.

Whereas it has been agreed by and between the Governments of Canada and British Columbia that the Government of British Columbia should procure the incor-

poration, by an Act of their Legislature, of certain persons to be designated by the Government of Canada for the construction of a railway from Esquimalt to Nanaimo, and that the Government of Canada should take security from such company for the construction of such railway; and whereas the parties hereto of the first part are associated together for the purpose of constructing or contracting for the construction of a railway and telegraph from Esquimalt to Nanaimo, and are hereafter referred to as the said constructors; now these presents witness, that in consideration of the covenants and agreements on the part of Her Majesty, hereinafter contained, the said contractors covenant and agree with Her Majesty as follows:—

1. In this contract the word "work" or "works" shall, unless the contract requires a different meaning, mean the whole of the works, material, matter and things to be done, furnished and performed by the said contractors under this contract.

2. All covenants and agreements herein contained shall be binding on and extend to the executors, administrators and assigns of the said contractors, and shall extend and be binding upon the successors of Her Majesty, and wherever in this contract Her Majesty is referred to such reference shall include her successors; and wherever the said contractors are referred to, such reference shall include their executors, administrators and assigns.

3. That the said contractors shall and will well, truly and faithfully lay out, make, build, construct, complete, equip, maintain and work continuously a line of railway of a uniform gauge of 4 feet 8½ inches, from Esquimalt to Nanaimo, in Vancouver Island, British Columbia, the points and approximate route and course being shown on the map hereunto annexed, marked B; and also construct, maintain and work continuously a telegraph line throughout and along the said line of railway and supply all such telegraphic apparatus as may be required for the proper equipment of such telegraph line, and perform all engineering services, whether in the field or in preparing plans or doing other office work, to the entire satisfaction of the Governor in Council.

4. That the said contractors shall and will locate and construct the said line of railway in as straight a course as practicable, between Esquimalt and Nanaimo, with only such deviations as may seem absolutely indispensable to avoid serious engineering obstacles, and as shall be allowed by the Governor in Council.

5. That the gradients and alignments shall be the best that the physical features of the country will admit of, without involving unusually or unnecessarily heavy works of construction, with respect to which the Government in Council shall decide.

6. That the said contractors shall and will furnish profiles, plans and bills of quantities of the whole line of railway in ten-mile sections, and that before the work is commenced on any ten-mile section such profiles, plans and bills of quantities shall be approved by the Governor in Council, and before any payments are made the said contractors will furnish such further returns as may be required to satisfy the Minister of Railways and Canals as to the relative value of the works executed with that remaining to be done.

7. That the Minister of Railways and Canals may keep and retain five per cent. of the subsidy, or of such part thereof as the said contractors may be entitled to, for three months after the completion of the said railway, and telegraph line and works appertaining thereto, and for a further period, until the said Minister of Railways and Canals is satisfied that all failures or defects in said line of railway and telegraph line, respectively, and the works appertaining thereto, that may have been discovered during the said period of three months, or such further period, have been permanently made good, and that no lands shall be conveyed to the said contractors until the road is fully completed and equipped.

8. That the said contractors shall commence the works embraced in this contract forthwith, and shall complete and equip the same by the 10th day of June, 1887, time being declared material and of the essence of the contract; and in default of such completion and equipment as aforesaid, on or before the last mentioned date, the said contractors shall forfeit all right, claim or demand to the sum of money and

percentage hereinbefore agreed to be retained by the Minister of Railways and Canals, and any and every part thereof, and also to any moneys whatever which may be, at the time of the failure of the completion as aforesaid, due or owing to the said contractors, as also to the land grant, and also to the moneys to be deposited as hereinafter mentioned.

9. That the said contractors will, upon and after the completion and equipment of the said line of railway and works appertaining thereto, truly and in good faith keep and maintain the same, and the rolling stock required therefor, in good and efficient working and running order, and shall continuously and in good faith operate the same, and also the said telegraph line, and will keep the said telegraph line and appurtenances in good running order.

10. That the said contractors will build, construct, complete and equip said line of railway and works appertaining thereto in all respects in accordance with the specification hereunto annexed, marked A, and upon the line of location to be approved by the Governor in Council.

11. The character of the railway and its equipments shall be in all respects equal to the general character of the Canadian Pacific Railway now under construction in British Columbia, and the equipments thereof.

12. And that the said line of railway and telegraph line, and all works appertaining thereto, respectively, together with all franchise rights, privileges, property, personal and real estate of every character appertaining thereto, shall, upon the completion and equipment of the said line of railway and works appertaining thereto, in so far as Her Majesty shall have power to grant the same, respectively, but no further or otherwise be the property of the said contractors.

13. And Her Majesty, in consideration of the premises, hereby covenants and agrees to permit the admission free of duty of all steel rails, fish-plates and other fastenings, spikes, bolts and nuts, wire, timber and all material for bridges to be used in the original construction of the railway, and of a telegraph line in connection therewith, and all telegraphic apparatus required for the first equipment of such telegraph line, and to grant to the said contractors a subsidy in money of seven hundred and fifty thousand ($750,000) dollars, and in land all of the land situated in Vancouver Island (except such parts thereof as may have at any time heretofore been reserved for naval or military purposes, it having been intended that all of the lands so reserved should be excluded from the operation of the Act passed by the Legislature of the Province of British Columbia in the year 1883, entitled "An Act relating to the Island Railway, the Graving Dock and Railway Lands of the Province," in like manner as Indian reserves are excluded therefrom) which has been granted to Her Majesty by the Government of British Columbia by the aforesaid Act, in consideration of the construction of the said line of railway, in so far as such land shall be vested in Her Majesty, and held by Her for the purposes of the said railway or for the purpose of constructing, or to aid in the construction of the same, and also all coal, coal oil, ores, stones, clay, marble, slate, mines, minerals and substances whatsoever in, on or under the lands so agreed to be granted to the said contractors as aforesaid; and the foreshore rights in respect of all such lands as aforesaid, which are hereby agreed to be granted to the said contractors as aforesaid, and border on the sea, together with privilege of mining under the foreshore and sea opposite any such land, and of mining and keeping for their own use all coal and minerals (hereinmentioned) under the foreshore or sea opposite any such lands, in so far as such coal, coal oil, ores, stones, clay, marble, slate, mines, minerals and substances whatsoever, and foreshore rights, are owned by the Dominion Government, for which subsidies the construction of the railway and telegraph line from Esquimalt to Nanaimo shall be completed, and the same shall be equipped, maintained and operated.

14. The said money subsidy will be paid to the said contractors, by instalments, on the completion of each ten miles of railway and telegraph line—such instalments to be proportionate to the value of the part of the lines completed and equipped in comparison with the whole of the works undertaken. The proportion to be established by the report of the Minister of Railways and Canals.

15. The land grant shall be made and the land, in so far as the same shall be vested in Her Majesty, and held by Her, for the purposes of the said railway, or for the purposes of constructing or to aid in the construction of the same, shall be conveyed to the said contractors upon the completion of the whole work to the entire satisfaction of the Governor in Council, but, so nevertheless, that the said lands, and the coal oil, coal and other minerals and timber thereunder, therein or thereon, shall be subject in every respect to the several clauses, provisions and stipulations referring to or affecting the same respectively contained in the aforesaid Act passed by the Legislature of the Province of British Columbia, in the year 1883, entitled, "An Act relating to the Island Railway, the Graving Dock, and Railway Lands of the Province," as the same may be amended by the Legislature of the said Province, in accordance with a Draft Bill now prepared, which has been indentified by Sir Alexander Campbell and the Hon. Mr. Smithe, and signed by them and placed in the hands of the Hon. Joseph William Trutch, and particularly to sections 23, 24, 25 and 26, of the said Act. And it is hereby further agreed by and between Her Majesty, represented as aforesaid, and the said contractors, that the said contractors shall, within ten days after the execution hereof by Her Majesty, represented as aforesaid, or by the said Minister on behalf of Her Majesty, apply to the Government of Canada to be named by the Governor in Council as the persons to be incorporated under the name of the Esquimalt and Nanaimo Railway Company, and that immediately after the said contractors shall have been so incorporated this contract shall be assigned and transferred by them to the said company, and such company shall forthwith by deed entered into by and between Her Majesty represented as aforesaid, and the said company, assume all the obligations and liabilities incurred by the said contractors hereunder or in any way in relation to the premises. The said contractors shall, on the execution hereof, deposit with the Receiver-General of Canada the sum of two hundred and fifty thousand ($250,000) dollars in cash, as a security for the construction of the railway and telegraph line hereby contracted for. The Government shall pay to the contractors interest on the cash deposited at the rate of 4 per cent. per annum, half yearly, until default in the performance of the [illegible] hereof, or until the return of the deposit, and shall return the deposit to the said contractors on the completion of the said railway and telegraph line, according to the terms hereof, with any interest accrued thereon; but if the said railway and telegraph line shall not be so completed, such deposit and all interest thereon which shall not have been paid to the contractors, shall be forfeited to Her Majesty, for the use of the Government of the Dominion of Canada. In witness whereof, the parties hereto have executed these presents the day and year first above written.

For the Minister of Railways and Canals,

A. CAMPBELL, *Minister of Justice.*
ROBERT DUNSMUIR,
JOHN BRYDEN,
JAMES DUNSMUIR,
CHARLES CROCKER,
CHARLES F. CROCKER,
LELAND STANFORD,
By CHAS. CROCKER, *His Attorney in fact.*
COLLIS P. HUNTINGTON,
By CHAS. CROCKER, *His Attorney in fact.*

Signed, sealed and delivered by the within named Robert Dunsmuir, James Dunsmuir, John Bryden, Charles Crocker, Charles F. Crocker, Leland Stanford and Collis P. Huntington, and by Sir Alexander Campbell, for the Minister of Railways and Canals, as an escrow, and placed in the hands of the Hon. Joseph William Trutch, until the sanction of Parliament shall have been obtained to the payment of the subsidy and to the other stipulations on the part of the Dominion herein contained, requiring its sanction, and until the Act passed by the Legislature of the Province of British Columbia in the year 1883, entitled: "An Act relating to the Island

Railway, the Graving Dock and Railway Lands of the Province," shall have been amended by the Legislature of the said Province, in accordance with a Draft Bill now prepared, and which has been indentified by Sir Alexander Campbell and the Hon. Mr. Smithe, and signed by them, and deposited in the hands of the said Joseph William Trutch, in the presence of :

H. G. HOPKIRK.

BILL.

An Act relating to the Island Railway, the Graving Dock and Railway Lands of the Province.

Whereas negotiations between the Governments of Canada and British Columbia have been recently pending, relative to delays in the commencement and construction of the Canadian Pacific Railway, and relative to the Island Railway, the Graving Dock and the Railway Lands of the Province ;

And whereas, for the purpose of settling all existing disputes and difficulties between the two Governments, it hath been agreed as follows :—

(*a.*) The Legislature of British Columbia shall be invited to amend the Act, No. 11, of 1880, intituled : "An Act to authorize the grant of certain Public Lands on the Mainland of British Columbia to the Government of the Dominion of Canada, for Canadian Pacific Railway purposes," so that the same extent of land on each side of the line of railway through British Columbia, wherever finally settled, shall be granted to the Dominion Government in lieu of the lands conveyed by that Act.

(*b.*) The Government of British Columbia shall obtain the authority of the Legislature to grant to the Government of Canada a portion of the lands set forth and described in the Act, No. 15, of 1882, intituled : "An Act to incorporate the Vancouver Land and Railway Company," namely, that portion of the said lands therein described, commencing at the southern boundary thereof and extending to a line running east and west half way between Comox and Seymour Narrows ; and also a further portion of the lands conveyed by the said Act to the northward of and contiguous to the said lands last hereinbefore specified, equal in extent to the lands within the limits thereof which may have been alienated from the Crown by Crown grants, pre-emption or otherwise.

(*c.*) The Government of British Columbia shall obtain the authority of the Legislature to convey to the Government of Canada three and one-half millions of acres of land in the Peace River district of British Columbia, in one rectangular block, east of the Rocky Mountains, and adjoining the North-West Territory of Canada.

(*d.*) The Government of British Columbia shall procure the incorporation, by Act of their Legislature, of certain persons to be designated by the Government of Canada, for the construction of the railway from Esquimalt to Nanaimo.

(*e.*) The Government of Canada shall, upon the adoption by the Legislature of British Columbia of the terms of this agreement, seek the sanction of Parliament to enable them to contribute to the construction of a railway from Esquimalt to Nanaimo the sum of $750,000, and they agree to hand over to the contractors who may build such railway the lands which are or may be placed in their hands for that purpose by British Columbia, and they agree to take security, to the satisfaction of the Government of that Province, for the construction and completion of such railway on or before the 10th day of June, 1887—such construction to commence forthwith.

(*f.*) The lands on Vancouver Island to be so conveyed shall, except as to coal and other minerals, and also except as to timber lands, as hereinafter mentioned, be open, for four years from the passing of this Act, to actual settlers for agricultural purposes, at the rate of one dollar an acre, to the extent of 160 acres to each such actual settler; and in any grants to settlers the right to cut timber for railway purposes and rights of way for the railway, and stations and workshops, shall be reserved. In the meantime, and until the railway from Esquimalt to Nanaimo shall have been completed, the Government of British Columbia shall be the agents of the Government of Canada for administering, for the purposes of settlement, the lands on this sub-section men-

tioned; and for such purposes the Government of British Columbia may make and issue, subject as aforesaid, pre-emption records to actual settlers of the said lands. All moneys received by the Government of British Columbia in respect of such administration shall be paid, as received, into the Bank of British Columbia, to the credit of the Receiver-General of Canada; and such moneys, less expenses incurred (if any) shall, upon the completion of the railway to the satisfaction of the Dominion Government, be paid over to the railway contractors.

(*g.*) The Government of Canada shall forthwith take over and seek the authority of Parliament to purchase and complete, and shall, upon the completion thereof, operate as a Dominion work the dry dock at Esquimalt, and shall be entitled to and have conveyed to them all the lands, approaches and plant belonging thereto, together with the Imperial appropriation therefor, and shall pay to the Province, as the price thereof, the sum of $250,000, and shall further pay to the Province whatever amounts shall have been expended by the Provincial Government, or which remains due, up to the time of the passing of this Act, for work or material supplied by the Government of British Columbia since the 27th day of June, 1882.

(*h.*) The Government of Canada shall, with all convenient speed, offer for sale the lands within the railway belt upon the mainland, on liberal terms to actual settlers; and

(*i.*) Shall give persons who have squatted on any of the said lands within the railway belt on the mainland, prior to the passing of this Act, and who have made substantial improvements thereon, a prior right of purchasing the lands so improved, at the rates charged to settlers generally.

(*k.*) This agreement is to be taken by the Province in full of all claims made up to this date by the Province against the Dominion, in respect of delays in the commencement and construction of the Canadian Pacific Railway, and in respect of the non-construction of the Esquimalt and Nanaimo Railway, and shall be taken by the Dominion Government in satisfaction of all claims for additional lands under the terms of Union, but shall not be binding unless and until the same shall have been ratified by the Parliament of Canada and the Legislature of British Columbia.

And whereas it is expedient that the said agreement should be ratified, and that provision should be made to carry out the terms thereof:

Therefore Her Majesty, by and with the advice and consent of the Legislative Assembly of the Province of British Columbia, enacts as follows:—

1. The hereinbefore recited agreement shall be and is hereby ratified and adopted.

2. Section 1 of the Act of the Legislature of British Columbia, No. 11, of 1880, intituled "An Act to authorize the grant of certain Public Lands on the Mainland of British Columbia to the Government of the Dominion of Canada for Canadian Pacific Railway purposes," is hereby amended so as to read as follows:—

From and after the passing of this Act there shall be, and there is hereby granted to the Dominion Government, for the purpose of constructing and to aid in the construction of the portion of the Canadian Pacific Railway on the mainland of British Columbia, in trust, to be appropriated as the Dominion Government may deem advisable, the public lands along the line of the railway before mentioned, wherever it may be finally located, to a width of twenty miles on each side of the said line, as provided in the Order in Council, Section 11, admitting the Province of British Columbia into Confederation; but nothing in this section contained shall prejudice the right of the Province to receive and be paid by the Dominion Government the sum of $100,000 per annum, in half-yearly payments in advance, in consideration of the lands so conveyed, as provided in section 11 of the terms of Union; provided always, that the line of railway before referred to shall be one continuous line of railway only, connecting the seaboard of British Columbia with the Canadian Pacific Railway now under construction on the east of the Rocky Mountains.

3. There is hereby granted to the Dominion Government, for the purpose of constructing and to aid in the construction of a railway between Esquimalt and Nanaimo, and in trust, to be appropriated as they may deem advisable (but save as

is hereinafter excepted) all that piece or parcel of land situate in Vancouver Island described as follows:—

Bounded on the south by a straight line drawn from the head of Saanich Inlet, to Muir Creek, in the Straits of Fuca;

On the west by a straight line drawn from Muir Creek, aforesaid, to Crown Mountain;

On the north by a straight line drawn from Crown Mountain to Seymour Narrows; and

On the east by the coast line of Vancouver Island to the point of commencement; and including all coal, coal oil, ores, stones, clay, marble, slate, mines, minerals and substances whatsoever thereupon, therein and thereunder.

4. There is excepted out of the tract of land granted by the preceding section all that portion thereof lying to the northward of a line running east and west, halfway between the mouth of the Courtenay River (Comox district) and Seymour Narrows.

5. Provided always, that the Government of Canada shall be entitled, out of such excepted tract, to lands equal in extent to those alienated up to the date of this Act by Crown grant, pre-emption or otherwise, within the limits of the grant mentioned in section 3 of this Act.

6. The grant mentioned in section 3 of this Act shall not include any lands now held under Crown grant, lease, agreement for sale, or other alienation by the Crown, nor shall it include Indian reserves or settlements, nor naval or military reserves.

7. There is hereby granted to the Dominion Government three and a-half million acres of land in that portion of the Peace River district of British Columbia lying east of the Rocky Mountains and adjoining the North-West Territory of Canada, to be located by the Dominion in one rectangular block.

8. For the purpose of facilitating the construction of the railway between Esquimalt and Nanaimo, it is hereby enacted that such persons, hereinafter called the "company," as may be named by the Governor General in Council, with all such other persons and corporations as shall become shareholders in the company, shall be and are hereby constituted a body corporate and politic, by the name of "The Esquimalt and Nanaimo Railway Company."

9. The company, and their agents and servants, shall lay out, construct, equip, maintain and work a continuous double or single track steel railway of the gauge of the Canadian Pacific Railway, and also a telegraph line, with the proper appurtenances, from a point at or near the harbor of Esquimalt, in British Columbia, to a port or place at or near Nanaimo, on the eastern coast of Vancouver Island, with power to extend the main line to Comox and Victoria, and to construct branches to settlements on the east coast, and also to extend the said railway by ferry communication to the mainland of British Columbia, and there to connect or amalgamate with any railway line in operation or in course of construction.

The company shall also have power and authority to build, own and operate steam and other vessels in connection with the said railway, on and over the bays, gulfs and inland waters of British Columbia.

10. The company may accept and receive from the Government of Canada any lease, grant or conveyance of lands, by way of subsidy or otherwise, in aid of the construction of the said railway, and may enter into any contract with the said Government for or respecting the use, occupation, mortgage or sale of the said lands, or any part thereof, on such conditions as may be agreed upon between the Government and the company,

11. The capital stock of the company shall be three million dollars, and shall be divided into shares of one hundred dollars each, but may be increased from time to time by the vote of the majority in value of the shareholders present in person or represented by proxy at any meetings specially called for the purpose, to an amount not exceeding five million dollars.

12. The persons to be named as aforesaid by the Governor General in Council shall be and are hereby constituted a board of provisional directors of the company,

and shall hold office as such until other directors shall be elected, under the provisions of this Act, and shall have power to fill any vacancies that may occur in the said board, to open stock books at Victoria, B. C., or any other city in Canada, procure subscriptions and receive payments on stock subscribed.

13. When and so soon as one-half of the capital stock shall have been subscribed, and one-tenth of the amount thereof paid into any chartered bank, either at Victoria or San Francisco, or partly in each, the provisional directors may order a meeting of shareholders to be called at Victoria, B.C., at such time as they think proper, giving at least three weeks' notice thereof in one or more newspapers published in the city of Victoria, and by a circular letter mailed to each shareholder, at which meeting the shareholders present in person or by proxy shall elect five directors, qualified as hereinafter provided, who shall hold office until the first Wednesday in October in the year following their election.

14. On the said first Wednesday in October, and on the same day in each year thereafter, at the city of Victoria, or at such other place as shall be fixed by the by-laws of the company, there shall be held a general meeting of the shareholders for receiving the report of the directors, transacting the business of the company, general or special, and electing the directors thereof; and public notice of such annual meeting and election shall be published for one month before the day of meeting in one or more newspapers in the city of Victoria, and by circular letter mailed to each shareholder at least one month prior thereto. The election of directors shall be by ballot, and all shareholders may vote by proxy.

15. Three of the directors shall form a quorum for the transaction of business, and the board may employ one or more of their number as paid director or directors; provided that no person shall be elected director unless he owns at least twenty-five shares of the stock of the company on which calls have been paid.

16. No call shall be made for more than ten per centum at any one time on the amount subscribed, nor shall more than fifty per centum of the stock be called up in any one year.

17. The Consolidated Railway Act, eighteen hundred and seventy-nine (1879), of Canada, shall, so far as its provisions are applicable to the undertaking, and are not inconsistent with or contrary to the provisions of this Act, apply to the said railway, and shall be read with and form part of this Act.

18. The words "Superior Court," "Clerks of the Peace," "registry offices," "clerk of court," as used in the said Consolidated Railway Act, eighteen hundred and seventy-nine (1879), shall, for the purposes of this Act, be read and construed in the same sense and meaning as it is provided by the Act passed by this Legislature, thirty-eight (38) Vic., chap. thirteen (13), section three (3).

19. Sections five (5) and six (6) of the said last mentioned Act shall be read with and form part of this Act.

20. The said railway line from Esquimalt to Nanaimo, shall be commenced forthwith and completed on or before the 10th day of June, 1887.

21. The railway, with its workshops, stations and other necessary buildings and rolling stock, and also the capital stock of the railroad company, shall be exempt from provincial and municipal taxation until the expiration of ten years from the completion of the railroad.

22. The lands to be acquired by the company from the Dominion Government for the construction of the railway shall not be subject to taxation, unless and until the same are used by the company for other than railroad purposes, or leased, occupied, sold or alienated.

23. The company shall be governed by sub-section (*f*) of the hereinbefore recited agreement, and each *bonâ fide* squatter who has continuously occupied and improved any of the lands within the tract of land to be acquired by the company from the Dominion Government for a period of one year prior to the first day of January, 1883, shall be entitled to a grant of the freehold of the surface rights of the said squatted land, to the extent of 160 acres to each squatter, at the rate of one dollar an acre.

24. The company shall at all times sell coals gotten from the lands that may be acquired by them from the Dominion Government to any Canadian railway company having the terminus of its railway on the seaboard of British Columbia, and to the Imperial, Dominion and provincial authorities, at the same rates as may be charged to any railway company owning or operating any railway in the United States, or to any foreign customer whatever.

25. All lands acquired by the company from the Dominion Government under this Act, containing belts of timber fit for milling purposes, shall be sold at a price to be hereafter fixed by the Government of the Dominion or by the company hereby incorporated.

26. The existing rights (if any) of any persons or corporation in any of the lands so to be acquired by the company shall not be affected by this Act, nor shall it affect military or naval reserves.

27. The said Esquimalt and Nanaimo Railway Company shall be bound by any contract or agreement for the construction of the railway from Esquimalt to Nanaimo which shall be entered into by and between the persons so to be incorporated as aforesaid, and Her Majesty, represented by the Minister of Railways and Canals, and shall be entitled to the full benefit of such contract or agreement, which shall be construed and operate in like manner as if such company had been a party thereto in lieu of such persons, and the document had been duly executed by such company under their corporate seal.

28. The railways to be constructed by the company in pursuance of this Act shall be the property of the company.

29. The Act of 1883, chapter 14, intituled: "An Act relating to the Island Railway, the Graving Dock, and the Railway Lands of the Province," is hereby repealed.

A. CAMPBELL.
WM. SMITHE.

VICTORIA, B.C., 21st August, 1883

I have read, and, on behalf of myself and my associates, acquiesce in the various provisions of this Bill, so far as they relate to the Island Railway and lands.

R. DUNSMUIR.

VICTORIA, B.C., 22nd August, 1883.

BINDING SECT. JAN 18 1974

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